FREEDOM OF INFORMATION AND PRIVACY ACTS

SUBJECT: KOREAN AIRLINE FLIGHT 007

PART:1 OF 1

FEDERAL BUREAU OF INVESTIGATION

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KOREAN AIRLINE FLIGHT 007

4-750 (Rev. 4-17-85)

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☐ For your information: _____

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4-750 (Rev. 4-17-85)

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0-73 (Rev. 3-31-82)

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SECRET

MESSAGE RELAY VIA TELETYPE
(RESTRICTED USE)

Date: 9-2-83 PRECEDENCE: ☐ IMMEDIATE ☐ PRIORITY ☑ ROUTINE

FM: DIRECTOR, FBI

TO: SAC WASHINGTON FIELD
ADIC NEW YORK

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

☐ White House/WH/
☐ Bureau of Alcohol Tobacco Firearms/BATF/
☐ Central Intelligence Agency/CIA/
☐ CIA DCD/DCD/
☐ Dept. of Energy HQS/DOEHQ/
☐ Dept. of Energy Germantown DIV/DOE/
☐ Dept. of Justice/DOJ/
☐ Dept. of State/DOS/
☐ Dept. of the Army/DA/
☐ Dept. of Treasury/DOT/
☐ Defense Intelligence Agency/DIA/
BT

☐ Director National Security Agency/NSA/
☐ Director Naval Investigative Service/DIRNAVINSERV/
☐ Drug Enforcement Admin./DEA/
☐ FAA Washington HQ/FAA/
☐ HQ AFOSI Bolling AFBDC/AFOSI/
☐ INSCOM Ft. Meade/INSCOM/
☐ Nuclear Regulatory Commission/NRC/
☐ U.S. Customs Service/UCS/
☐ U.S. Immigration & Naturalization Service/INS/
☐ U.S. Secret Service/USSS/
☐ Other:

10-5-87 multiple source
Classified by SP8 [illegible]
Declassify on: OADR
274,982

Classification: SECRET

Addressee Internal Distribution

149-12981-3

For:

Subject:

12 SEP 8 1983

☑ See Attached

Approved By:	Originator:	Tele Ext.	Room/Div.:
[illegible]	[redacted]	4650	4247-6

b7C

FOI/PA # 274,982
APPEAL #
CIVIL ACT. #
E.O. # 12356
DATE 10-5-87 INITIALS SP8 [illegible]

04557

S-1 is [redacted] (S) b1

DO NOT FILE WITHOUT COMMUNICATIONS STAMP

FBI/DOJ

4-750 (Rev. 4-17-85)

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☒ The following number is to be used for reference regarding these pages:
149-12981- NR dated 9/30/83

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SECRET - EYES ONLY

FEDERAL GOVERNMENT

September 12, 1983

FEDERAL GOVERNMENT

10-5-87
Classified by SP8 [illegible]
Declassify on: OADR

Honorable William P. Clark
Assistant to the President for
National Security Affairs
The White House
Washington, D.C.

Re: Soviet Attack on Korean Airliner
Flight 007, September 1, 1983

Dear Bill:

[redacted] (S) b1

[redacted] (S) b1

Please let me know if you have any questions or desire further specific information. You will be promptly informed as new matters come to our attention.

Sincerely,

William H. Webster
Director

149-12981-13 [redacted] b7c

Enclosure

SEP 13 1983

SECRET - EYES ONLY [redacted]

Exec AD Adm. ____
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Legal Coun. ____
Off. Cong. & Public Affs. ____
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Tech. Servs. ____
Training ____
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Director's Sec'y ____ MAIL ROOM ☑

DELIVERED BY LIAISON
DATE 9/12/83 by RLF

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149-12981-13 enclosure

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149-12981-UR dated 9/26/83

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FBI/DOJ

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

MEMORANDUM

DATE: 10/13/83

TO : DIRECTOR, FBI

FROM : NEW ROCHELLE MRA (26-0)

SUBJECT: INFORMATION CONCERNING
KOREAN AIRLINES FLIGHT 007
DAMV
(OO:NR)

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 10-5-87 BY SP8 [illegible]

Enclosed for the Bureau is one copy [redacted] b7D

For the information of the Bureau, [redacted] b7D

On 10/7/83, [redacted] Secret Service, New York City, verified there is no Secret Service Agent in the New York area by the name of [redacted] b7C

On the same date, [redacted] b7C b7D

Enclosed letters are self-explanatory and no threats appear [redacted] Accusations appear to have been written by an emotionally unstable individual and are furnished for information purposes only. b7D

NRMRA conducting no further investigation at this time.

(2) - Bureau (Encls. 2) (INFO)
1 - New Rochelle

149-12981-16

ENCLOSURE ATTACHED

[redacted]
(3) NOV 15 1983
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2 OCT 19 1983

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149-12981-16 enclosure

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149-12981-18

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X NO DUPLICATION FEE X
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FBI/DOJ

Memorandum

To : Director
Attn: Personal and Property Crimes
Section Chief John Schreiber, Rm. 5030

Date September 1, 1983

From : Brooklyn-Queens (JFKRA)

Subject : Unsubs;
Destruction of Korean Airline
Flight #7 (JFK to Seoul, Korea)
8/31/83
DAMV

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-5-87 BY

Re BQ telcall to FBIHQ (Section Chief John Schreiber), 9/1/83

Enclosed for the Bureau are:
1. Passenger Manifest for Korean Airlines flight 007, 8/30/83
2. Special information sheet re flight 007

Bureau is requested to contact JFKRA if any additional information is requested re captioned matter as flight information is maintained in New York.

b7c

[redacted]

149-12981-19

2- Bureau (encl 2)
2- Bq 149A- (encl 2)
1- JFKRA

23 NOV 30 1983

	LIM/JUNGJINDR	[illegible]
	LIN/SANMEIMR	37C
	LIU/CMSTR	34J
	LIU/Y	[illegible]J
C	LOMBART/DONMR	09H
	KIM/EKYUMR	20B
	JANG/YT	20K
	JANG/SY	21K
	MA/SJMR	34C
C	MCGETRICK/MARKMR	11B
	METCALF/CHONGMRS	55A
M	METCALF/RITAMISS	55C
	MIN/KYOUNGHUNMR	57A
	NAKAZAWA/TAKESHIMR	47A
	OCAMPO/CMISS	31E
M	OCAMPO/SEMRS	31G
	OKAI/MMR	19G
	OLDHAM/JOHNMR	31H
	OSAKA/NORIYUKIMR	52K
	PAKARANODOM/SMR	42H
M	PAKARANODOM/SMR	42K
	PANAGOPOULOS/GMR	53K
	PARK/GRAHAMMSTR	42G
	PARK/HEUNGSEOLMR	52G
M	PARK/MINSIKMR	41D
	PARK/SEUNGHAMR	19A
	PETROSKI/RMR	32K
M	PUTONG/JMRS	31D
	PARK/JAHNGAUNMR	20C
	OMBLERO/A	49C
	RHEEPARK/JAEILMRS	52D
	RYU/GYUNGGEUNMR	40C
	SAYERS/LMR	54K
M	SEO/JOOOKMRS	48K
	SHIIKI/SMRS	29B
	SIOW/WOONKWANGMR	34A
	SLATON/JESSIE	27C
	SON/SOJAMRS	22J
	SONG/ANNAMRS	49E
	STECKLER/SMR	37G
	SWIFT/FRANCES	27D
C	SIU/ROBIN	09A
	TAKEMOTO/TMRS	32B
	TIEN/CHIMRS	39A
	TSAO/YUENMR	51C
	WEE/KANGILMR	21A
	WONG/MICHEALMR	27H
	YAMAGUCHI/MMR	29C
	YEH/C	56G
	YEUNG/OIKINGMRS	48B
	YODEN/KAZUKOMS	38C
	YOO/CHUNGSOOMR	18K
C	YU/KABILMR	11A
M	YUEN/WAISUMMISS	48C
	YUN/EISIKMR	37H
	ZARIF/MARGARET	27A

	LIM/SMR	[illegible]
	LIU/CMRS	34H
	LIU/PMISS	34K
C	LOMBART/AIDENMR	08H
	LUI/JOHNMR	44A
	JANG/GS	20H
	JANG/ST	21H
	HONG/HYONGUNGMR	25C
	MANO/SAYORIMISS	43H
	MCNIFF/KEVINMR	24C
M	METCALF/CHRISTAMISS	55B
	MILLER/EDNA	28A
	MOLINE/JANMRS	16K
	NASSIEF/ANTHONYMR	43C
	OCAMPO/MCMISS	31F
C	OH/CHUNGCHOOMS	07A
	OKAI/YMRS	19F
C	OREN/WILLIAMMR	10A
	OSEDO/MIDORIMRS	33K
	PAKARANODOM/SMR	42J
	PAN/LIMEIMS	39C
	PARK/AHEKYUNGMRS	42D
	PARK/HANTAEMR	27K
	PARK/HONGSOONMRS	37A
M	PARK/SARAHMISS	41G
	PATEL/KMR	41C
	POWRIE/IANMR	26K
	NAKAO/N	43K
F	MCDONALD/LAWRENCE	02B
	RHEE/SOOSHICKMR	23K
	ROBERT/FMR	45B
M	RYU/OKMYUNGMRS	36D
	SCRUTON/RMRS	50H
	SHIIKI/LMS	29A
	SHIMIZU/MIYAKOMRS	46K
	SIRIPOON/JMRS	42C
	SOHN/KYUNEOKMRS	36H
	SON/YOUNGJAMRS	22K
	STECKLER/IMRS	37D
	STEVENS/HIROKOMS	35K
	RYU/CHOONTAEKMR	20A
	TAKEMOTO/KMR	32A
	TANAKA/KEIKOMISS	32C
	TOMITAKA/YAEKOMISS	30C
	WANG/YUNSHENGMRS	41H
	WENG/MTMR	52C
	WUDUUN/SMS	33D
	YAMAGUCHI/MMR	29D
	YEH/CLMRS	28F
	YI/YMR	54B
	YOO/BYEONGSOOKMRS	23A
	YOON/SUNGBOO	51D
	YUEN/CHIBONGMR	48A
	YUH/TONGYEALMR	18H
	ZAREH/DMR	36C
	TRUPPIN/MICHAELDR	16J

149-12981-19

ENCLOSURE

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 10-5-87 BY SP8[illegible]

PASSENGER MANIFEST

KOREAN AIRLINES

HL 7442 KE007 30AUG

FROM NEW YORK USA TO SEOUL KOREA

C/I SURNAME/INITIAL C/I SURNAME/INITIAL

F 001 -001/000/000
C 012 -010/002/000 Prestige
Y 231 -206/022/002 Economy
TTL 244 -217/024/002

GRAND TTL
F 001 -001/000/000
C 012 -010/002/000
Y 231 -206/022/003
TTL 244 -217/024/003

→ - 4 ankorage

PASSENGER MANIFEST

KOREAN AIRLINES

HL-7442 KE007 30AUG

FROM NEW YORK USA TO SEOUL KOREA

C/I	SURNAME/INITIAL		C/I	SURNAME/INITIAL	
	ARIYADEJ/DIANEMRS	38D		ARIYADEJ.SAMMY	
	AVECILLA/JMISS	49A		BAEK/YUNJMR	17D
	BAHK/MRIC	54D		BAYONA/AMS	43A
	BAYONA/LMS	43B		BE/BUNSOONMRS	31C
	BEIRN/JMR	32J		BESSELL/ELEANOR	28C
C	BEVINS/RICHARDMR	10B		BOLANTE/EMR	30D
	BOLANTE/NMS	30E		BROWNSPIER/KMS	19H
	BURGESS/JAMES	25A		CAMPBELL/SMISS	49H
	CARRASCO/CMR	27E		CARRASCO/MEMISS	27F
	CASER/CMR	50C	M	CHAI/SOOMYUNGMR	36A
	CHAMBERS/JOYCE	27G		CHAN/AMADOMR	49K
	CHAN/JOSEPHMR	45K		CHAN/SJMR	29F
	CHANG/MASONMR	31K		CHANG/TSAICHENMR	51A
	CHANLIN/YSMRS	29G		CHEN/FULONGMR	55G
	CHEN/JUYENMS	41J		CHEN/SHIAOFENMISS	55H
	CHENG/CCMR	55K	M	CHENLEE/JENRONGMRS	55J
	CHO/JAEMOOK	16C		CHOI/NYUMSOONMRS	42A
	CHOUAPOCO/CMR	47H		CHOUAPOCO/CMISS	47J
	CHOUAPOCO/MMRS	47K		CHUNG/HWASUNMRS	26G
	CHUNG/OKSOONMRS	35H		COVEY/MERRYLOUMS	50A
	CRUZ/AMR	40B		CRUZ/EMISS	40A
	CRUZ/EMR	40G		CRUZ/FMRS	40H
	CULP/MARIE	53C		DANG/LQCMR	51H
	DAWSON/LUCILLE	26A		DEMASSY/FMR	45A
	DORMAN/SMR	17C		DRAUGHN/SMISS	31A
	ELLGEN/RMR	17G		EPHRAIMSONABT/AMISS	28H
	FITZPATRICK/LILLIAN	26C		FORMAN/EMRS	26J
	GALANG/BMS	38K		GREGOIRE/JOHNPAULMR	53H
C	GRENFELL/MJMR	07B	C	GRENFELL/MRS	08A
CM	GRENFELL/NMISS	07H	CM	GRENFELL/SMISS	07J
	GUEVARA/AMRS	46A		GUEVARA.T	
	HA/MYOSOONMRS	22A		HABA/HIROKIMR	57H
	HAN/JUNGMINMISS	36E		HAN/MANCHULMSTR	36F
	HAN/SUNSUKMR	52B	M	HAN/UNGJUNMR	36G
	HANSUWANPISIT/AMS	35A		HENDRIE/MMISS	38A
	HJALMARSSON/JMR	18G		HO/MINGTAIMR	18C
	HO/YUKYEEMISS	41A	M	HOMLAOR/TMSTR	35B
	HWANG/BYUNGSOOKMRS	17J		INOUE/AMSTRCH	32D
M	INOUE/KMRS	32E	M	INOUE/MMISS	32F
	ISHIHARA/MASUYOMRS	41K		IU/WAIKONGMR	32H
	JAMES/HAZEL	53A		JANG/SANGJUNMR	17K
	JUNG/H	25H	M	KANG/YONGCHAEMSTR	36K
	KATZ/JACKMR	21C		KAWANA/HMR	48H
	KIM/BEUMCHENMR	52A		KIM/CYMR	19C
	KIM/GANNANMRS	25D		KIM/JINHMR	54H
	KIM/LEESIKMR	56A		KIM/RAESOOMR	51J
	KIM/SOONTAEK	17A		KIM/WONBOKMRS	38H
	KIM/WOOSHIKMR	23B		KIM/YUNGSIKMR	24K
C	KITAO/HITOMIMS	37K		KO/YMR	54A
	KOBAYASHI/IKUKOMISS	30A		KOBAYASHI/SHOICHIMR	30B
	KOHN/ALLAN	33A		KOHN/LILIAN	33C
	KOLE/MURIEL	28K		KONG/KING	56H
	[illegible]	[illegible]		[illegible]	[illegible]

PASSENGER MANIFEST

KOREAN AIRLINES
HL-7442 KE007 30AUG
FROM NEW YORK USA TO ANCHORAGE USA

C/I	SURNAME/INITIAL		C/I	SURNAME/INITIAL
	SEARS/ROBERT	53E		SEARS.MICHAEL
	SEARS/KMRS	53F	M	SEARS/JAMIE 53G

gotoff at ANXorage ALASKA

F	000	-000/000/000
C	000	-000/000/000
Y	004	-002/001/001
TTL	004	-002/001/001

Special information

```
PHI KE 007  30 AUG  1557  JFK
BUG   F  0   C 13   Y246
AUG      0     0      0
SEL      0    13    246
AUTH    12    24    372
INBOUND  CONN
AA 335   3   YYZ (4)
UA 526   1   ORD
AC 183   3   PIT
NW  30   4   DTW
PA 523   1   BOS
PA 392   1   YYZ
PA 586   4   DCA
PA 100   1   ATL
DL 517   2   ATL
OUTBOUND CONN
KE 734   3                    SEL
KE 724   5                    SEL
KE 615   1                    SEL
KE 701  30                    SEL
KE 617  25                    SEL
KE 621  27                    SEL
KE 6[illegible]                SEL
  1CHEN POLONGM   3Y RNX4K2
SSPMPPSPETUP3 ORT/TPE/FINAL
OSIKE YHMPBO
OSIKE 1CHD
```

149-12981-19

ENCLOSURE

1BONG/J Y RATJNB
OSIAA KE121/1SEP SEL/PI UNA TO BUK DEF SHUTTLE SV L IDE OPN
OSIKE RETURNING SEAMEN
1AVECILLA/JMI 1Y I78F
OSIKE YHAPBO
1CARRASCO/CMR 2Y RC7K8F
OSIKE YHAPBO
OSIKE CHD OF MUNDER/LMRS TRVLING UNDER FATHERS NAME. CARRASCO
OSIKE NN2 NSST
1BAEK/YUNJMR 1Y RHLIYJ
OSIKE HLDING TCK
OSIKE VIP CARD NBR KK2809 ✓ EXEC CLS VIP
OSIKE NN1 EXCUTIVE CLS
1CRUZ/ENR 2Y RLY3V2
OSIKE YHAPBO
1CRUZ/EMISS 1Y RLANQB
OSIKE YLE6N
1BEIRN/JMR 2Y RNGX42
OSIKE YLE1Y FARE
1CHUNG/ONSOON 1Y RABB7S
OSIKE DUNG A TRVL
OSIKE YHF1Y
OSIKE CTCT NYC212 695 1101 A
1BROWNSFIER/K 1Y RENU4S
OSIKE CTCT NYC212 594 5860 A SEAGATE TVL
OSIKE CTCB NYC 212 391 5500 B
SSRNSSTKEPN1 AISLE PLZ/THX MUCH
1CHOUAPOCO/CM 1Y RKCGSJ
OSIKE YLE1Y
1CHOUAPOCO/MM 2Y RENVQF
OSIKE CHD 6YRS
OSIKE YLE1Y
OSIKE TCP3 RKCGSJ
1CORMAN/STANL 1C RF5RS2
INE VIP CRD NBR KK3270 EXP 31 DEC/83 ✓ VIP
SSRNSSTKEPN1 ISLE
1BAYONNE/LMS 2Y RN7G82
OSIKE YLE1Y
1CHUNG/HWASUN 3Y RI3VT6
OSIKE YO2 FARE
OSIKE YY CHD 5YRS N 3YRS
1CHEN/JUVENMS 1Y RR5372
OSIKE YHAPBO
1CHANG/TSAICH 1Y RER336
OSIKE YHAPB FARE
1ELLGEN/EMR 1Y RNKQ5B
OSIKE YHAPB FARE
1BHE/JONGGOAN 4Y RGAITB ✓ INF (Kyung Min)
OSIKE CHD 1INF
1CASEK/LMR 1Y RE6ZH2
OSIKE YLE1Y/
1BESSELL/ELEA 13Y RLZ2FJ
SSRGRPSKETCP13 IWCT/HKG/TUE/SRS
OSIKE OSA KYOTO HOLIDAY INN HTL
OSIKE THE MIRAMAR HTL
OSIKE HKG LEE GARDEN HTL
1FORMAN/EMRS 1Y RNX5DF
OSIKE GN1/EM
1CHAI/SOOMYUN 1Y RQ4UEF
SSRPOTHSEPN1 ADAR TO MR CHAI/SEUNGSUK IN TYO 3234189
OSIKE PAX 12YRS OLD BOY
OSIKE KK1/ADAR TYO-323-4189 MRS. CHAI X TYORRKE/29AUG
1CHO/TAENOOK 1Y RBHUEJ
OSIKE CTCT NYC212 986 4940 A ✓ EXEC CLS
OSIKE NN1 EXCUTIVE CLS
1CAMPBELL/SMI 1Y RNW3RB

SSRGRPSKETCPI CL G/FINAL
OSIKE YHAPBO
1ARIYADEJ/DIA 1Y R[illegible]3CS
OSIKE 1 INF 3 MONTHS OLD
OSIKE YAS FARE OPN RET INF (.DHSTR)
1LOPMAN/SMR 1Y RSLQVN
OSIKE VIP CARD HLDR
1BOLANTE/EMR 1Y RAACEF
OSIKE YHE1Y FARE
1BOLANTE/NMS 1Y RMPJS6
OSIKE YHE1Y FARE
1CHAN/AMADOMR 1Y RFECWJ
OSIKE YHE1Y FARE OPN RET
OSIKE CFM TO KARL
1DORNBERGER/S 1Y RSNTYB
OSIKE YO2/OW
1COVEY/MERRYL 1Y RQ474B VGHL
SSRVGMLKEPN1
1EPHRAINSONAB 1Y RASB42
OSIKE YHF1Y
1CHAN/SJMR 2Y RDQHKJ
OSIKE YHAPBO
1GALANG/EMS 1Y RQFXV2
OSIKE YLE1Y RET OPEN
1GRENFELL/MJM 4C RUF3TS
OSIKE 716-248-8995-A VAN ALPHEN
OSIYY OTHS MISS N IS 5YRS-MISS S IS 3YRS
OSIKE NN4 FOW NBR7
1GREGOIRE/JOH 1Y RTD3EB
OSIKE RET/SEG
1HJALMARSSON/ 1Y RBJUZ2
OSIKE PAX HLDG TKT
1ISHIHARA/MAS 1Y RJJHC6
OSIKE NN1 NOSMKING WINDOW
OSIKE PAX RTN
1HAM/YONGHOON 2Y RPWRYB
OSIKE RTN SEG
OSIKE WINDOW SEAT
1HA/MYOSOONMR 1Y RICXL2
OSIKE YD2
1GUEVARA/AMRS 1Y RCHJQ6
OSIKE YLE1Y
OSIKE 1 INR/GUEVARA/T INF
1HU/MINGTAIMR 1Y RI3DTB
OSIKE YO2 FARE
1HO/KIYOUNGMR 1Y RDXFX6
OSIKE DG/SC25
1IU/WAIKONGMR 1Y RCHLRF
OSIKE YHAPBO
1INOUE/KMRS 3Y RBHRL6
OSIKE CH 3YRS
SSRNSSTYEPN1 WINDOW SIDE
1HAN/UNGJUNMR 4Y RTCH2S
OSIKE 2CHD
OSIKE EX SVC/GTR PAX/PUSAN UNIV/PREF
OSIKE 2CHD/4YRS/3YRS EXEC SVC GTR
1HENDRIE/MMIS 1Y RCLA3N
OSIKE PAX CTC 416 920 2426
OSIKE HERALD TRAVEL 416 366 1188
1HOMLAGR/TMST 2Y RSYDJJ
OSIKE 4 YRS OLD
OSIKE YAS FARE
1JANG/SANGJUN 2Y RT227N
OSIKE YHE120 RET SEG
1LOBHYASHI/IK 1Y REQMUW
OSIPA APP BY KE008Y29JUL SEL

1KIM/YOUNG 1Y RN6YX2
OSIKE WL PUR TKT
1KUNG/CFMR 1[illegible]VXJ
OSIKE CTCT LAX213 61[illegible]000 A
1KIM/CYMR 1Y RREPLS
OSIKE RET/SEG
1KIM/JINHMR 1Y RFFCIB
OSIKE TRAVEL WITH LILLIAN INC
OSIKE YHE1Y
OSIKE CTCT NYC212 947 2488 A
1KWON/SUNGHEE 1Y RLZK8B
OSIKE YD2
1KIM/HYOJEMRS 1Y RIDG7N
OSIKE YLE1Y
1KANG/YONGCHA 1Y RA2TTF
OSIKE UM/8YRS/M/KOREAN
OSIKE G-DIAN ADRS/ 3518 ELM ST. ALLENTOWN PA. 18104 UM ✓
OSIKE SEL G-DIAN CTCF POHANG 1562-2-5179 TO CHUNG/SOOMIN
ESRGTHSKEKK1 G-DIAN CTCF 215 820-5886 ATTN KANG/DUYOUNG/FTHR
1[illegible]ITA[illegible]/HITOMI 1Y RH38XW
OSIYY APR KE12Y13AUG SELLAX
OSIUA YV USA
1KIM/WONBOKMR 1Y RFIJIN
OSIKE YD2 ARIRANG TRAVEL
OSIKE CTCT NYC212 221 7189 ARIRANG LEENA
OSIKE CTCH NYC516 746 4084 HOME
1KIM/SOONTAEK 1Y RGXSJN GTR PAX ✓
OSIKE GTR PAX X EX SVC X SMST X JUNG ANG GYO YUG YEONSU WON BU JANG EXECSVC
1KAWANA/AMR 1Y RLEHBF
OSIKE YD2 FARE
1KIM/NOOSHIKM 2Y RURSCF
OSIKE RET SEG
1KIM/RAESOOMR 2Y RTCINS
OSIKE SEAMEN M/V DELFINI V
OSIKE FINAL DESTINATION IS PUS
1KWON/YOUNKEU 1Y RGMU6B
OSIKE YD2 FARE
1KIM/GANNANMR 1Y RLCPFJ
OSIKE YD2 FARE
1KATZ/JACKMR 1Y RE7ZV2
OSIKE YLE1Y
OSIKE NN1 NON SMOK AISLE ST
OSIKE VCH KA 011 ✓
OSIKE NN EXEC SVC EXEC SVC
1LEE/EUNHYUNG 2Y RSUXQN
OSIKE YHE1Y FARE OPN RET
1LEE/JEONGBON 1Y RN7TQW
OSIKE RET SEG
1LEUNG/KOMR 2Y RBJETN
OSIKE PIN SEG
1LEE/HEEYOUNG 4Y RATZV2
OSIKE 1CHD/9YRS
OSIKE YD2
1LIU/CHRS 3Y RC2CT6
OSIKE YHAPBO
1LIN/SANMEIMR 1Y RIS3C2
OSIKE YHAPBO
1MIN/KYOUNGHU 1Y RTKVV2
OSIKE YHE1Y ARIRANG TRAVEL
1LIM/SUR 2Y RIFQYJ
OSIKE NN1 WHLCHAIR DUE OLD AGE/80 ✓ WHCH
1LEUNG/CHIMAN 1Y RHLJCN
OSIKE YHAPBO FARE
1NASSIEF/ANTH 1Y RPWSZJ
OSIKE YHE1Y FARE
1METCALF/CHON 3Y RC7ZA6

OSIKE YM FA. FOR METC[illegible]/CMRS
OSIKE TKT WL BE REISS[illegible] AT APO
SSFOTHSAL PLS M/A/ TO[illegible]E AT JFK NO ENG
1MA/[illegible]JMR 1Y RICZBW
OSIKE YHAPBO
1LEE/INHOMR 1Y RICZV6
OSIKE DONG A TRVL
OSIKE YHE1Y
OSIKE CTCT NYC212 695 1101 A
OSIKE CTCH NYC201 432 3181 H
1LIM/JONGTIND 1Y RLY58J
OSIKE COLUMBIA UNIVERSITY PROFSR
OSIKE YHE1Y
1LIM/JONGCHUL 1Y RBQ73J
OSIKE EWHA TRAVEL SERVICE ANNE
OSIKE YHE1Y
OSIKE CTCT NYC212 244 3345 A
OSIKE CTCH NYC212 352 9201 H
1MCNIFF/KEVIN 1Y RQNEWW
SSRGRPSKETCP5 SFO/JFK/TPE/SRS
1NANO/SAYORIM 1Y RNXH82
OSIKE YHE1Y
1LEE/MYUNGHWA 1Y RGMRXB
OSIKE RTN SEG
1LEE/EUNHEEMI 1Y RIUJ8B
OSIKE YHE1Y/OPN RETN
1LANTIN/RAYMU 1Y RB8SSJ
OSIKE YLE1Y
1LAOHA/HAI/SU 1Y RDAZ5N
OSIKE YO2
1MCGETRICK/MA 1C RJVDH6
OSIKE TCP3 OREN/WILLIAMMR
SSRNSSTKEPN1 WINDOW ISLE AND ISLE FOR MR M MR B AND MR O
1PATEL/KMR 1Y RDNL7N
OSIKE YLE1Y
SSRVGMLKEPN1 VGML
10SEDO/MIDORI 1Y RHFBHS
OSIKE RET SEG
1SHIU/KOMR 1Y RTEP5N
SSRGRPSKETCP1 ORT/TPE/ADD
OSIKE YHAPBO
10LDHAM/JOHNM 1Y RMJCGS
OSIKE YHE1Y RET OPEN
OSIKE ORIENTAL TRL 349-4090 WL BE ISSUED TKT
SSRNSSTKEPN1 ISLE SEAT
1SOHN/KYUNEOK 1Y RBKG8W
OSIKE RTN SEG
1SCRUTON/RMRS 1Y RUE2GB
OSIKE YHE6M
1PONTIF/IANMR 1Y RARBTB
OSIKE YHE1Y
OSIKE PAX HLDG TKT FOR KE7/28AUG X PLZ COLLECT USD50 FOR PENALTY 1PARK/MI
4Y RDM7GS
OSIKE YY 2CHD 4YRS N 2 1/2 YRS
OSIKE YHE1Y
1SON/SOJAMRS 2Y REF3K2
OSIKE RET SEG
1SEO/JOOOKMRS 2Y RBQ8E2
OSIYY 1CHD 4YRS
10CAMPO/SEMRS 4Y RF56MF
OSIKE YLE1Y
OSIKE 2CHD 4/3YRS
1SHIIKI/SMRS 2Y RJL6AN
OSIKE YO2 FARE
1OH/CHUNGCHOO 1C RHQA2S

```
  1STECKLER/[illegible]  1Y [illegible]
SSRGRPSKETCP2 LKB/NYC/T[illegible]
SSRUTHSKE.NN2/VGML
OSIKE TCP2/STECKLER/IMRS
OSIKE 1TCP1 STECKLER/IMRS
OSIKE NN1 KE NS/FRONT SECTION
```

✓ ② VGML

```
  1SIRIPOON/JMR   1Y RGAC6N
SSRGRPSKETCP1 NYC/BKK/FINAL
OSIKE YHAPBO
  1STECKLER/IMR   1Y RP2CZN
OSIKE TCP2 STECKLER/MR
SSRVGMLKEPN1
OSIKE NS/WINDOW FRONT SECTION
OSIKE 1TCP1 STECKLER/S
```

✓ VGML

```
  1OKAI/MMR       2Y RCKAJW
OSIKE Y02 FARE
OSIKE PSGR WL SEND TWO CATS AS BAGGAGE
  1PARK/HANTAEM   1Y REGZD6
OSIKE YHE6M RET OPEN
  1PYU/GYUNGGEU   1Y RDWRUB
OSIKE YHE1Y ARIRANG TRAVEL
OSIKE CTCT NYC212 221 7189 ARIRANG LEENA
OSIKE CTCH NYC301 441 8694 HOME
  1PAN/LIMFIMS    1Y RT42R2
OSIKE RET SEG
  1PUPPIN/MICHE   2Y RU4RJF
OSIKE NSST
  1OSAKA/NORIYU   1Y RNV8GN
OSIKE ARR KE8/20AUG SEL
  1SIUW/WOONKWA   1Y RJJWLB
OSIKE PLZ P/U STPC HTL VCHR AT SELKI
OSIKE STPC NOT APPLCABLE TO SPCL FARE TKT HLDR W/O AUTH
  1SHIMIZU/MIYA   1Y RRVXDB
OSIKE ARR KE008Y20AUG SEL
  1PAKAPANUDOM/   3Y RCG4MF
OSIKE YHAPB
OSIKE 1 CHD
  1YU/JINMR       1Y RGMR8F
OSIKE YHE1Y FARE OPN RET
  1YEH/C          2Y REG4DF
OSIKE DGSC25
  1TSAO/YUENMR    1Y RATHVS
OSIKE TRAVEL WITH LILLIAN INC
OSIKE YHE1Y
OSIKE CTCT NYC212 947 2488 A
OSIKE CTCB NYC212 619 3833 B
  1YUEN/WAISUMM   2Y RGLDNF
OSIKE 1CHD 7YRS
  1YUEN/CHIBONG   1Y RJL5B6
OSIKE 1CHD 7YRS
  1YAMAGUCHI/MM   1Y RI3DZ2
OSIKE Y02 FARE
  1TIEN/CHIMRS    1Y RNGXGB
OSIKE YHAPB
  1YUH/TONGYEAL   1Y RKJBBF
OSIKE NN B/CL
```

✓ EXEC CLS

```
  1WEE/KANGILMR   1Y RMQKTW
OSIKE RNT SEG
  1YUN/EISIKMR    1Y RFFQJN
OSIKE YHE1Y
  1WANG/YUNSHEN   1Y REPCK2
OSIKE YHE1Y FARE OPN RET
  1TOMITAKA/YAE   1Y RPNHYJ
OSIKE ARR KE8Y24JUN SEL
  1WUDUUN/SMS     1Y RKYE32
OSIKE YHE1Y FARE OPN RET
  1TANAKA/KEIKO   1Y RQD7GW
OSIKE ARR KE008Y5AUG SEL
  1TAKEMOTO/KMR   2Y RGVCKS
OSIKE ARR KE008Y5AUG SEL
  1YOO/CHUNGSOO   1Y RL3STB
OSIKE NN1 EXC SVC/GTR PAX
```

EXEC SVC GTR ✓

DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
COMMUNICATION MESSAGE FORM

SECRET

094

PAGE 1 OF 4

DATE	CLASSIFICATION	PRECEDENCE
SEPTEMBER 13, 1983	SECRET/WNINTEL	IMMEDIATE

*SS00 Y1 Y6 Y7 Y11SY23 H0094 2562130SYSS0 132035Z SEP 83

START HERE

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

FEDERAL GOVERNMENT

DIRECTOR FBI

TO Y1/WHITE HOUSE SITUATION ROOM

Y6/DIRECTOR CIA

[redacted] (S) b1

10-5-87
Classified by SP8 [illegible]
Declassify on: OADR

Y11/SECRETARY OF STATE

ATTN: BUREAU OF INTELLIGENCE AND RESEARCH

BT

S E C R E T/WNINTEL

[redacted] (S) b1

THIS COMMUNICATION IS CLASSIFIED "SECRET" IN ITS ENTIRETY

[redacted] (S) b1

SUBJECT: NON-ALIGNED NATIONS' VIEW OF SOUTH KOREAN AIRLINE INCIDENT

REPORT NUMBER: 3B-YU-150-4-83 V-86 DE-126

DATE OF INFORMATION: SEPTEMBER 9, 1983

SOURCE: A CONFIDENTIAL AND SENSITIVE SOURCE WHO HAS

12 SEP 27 1983

[redacted]	9/13/83	4084/5	4646/232

1 - [redacted] b7c
1 - [redacted]
1 - [redacted]

SEE NOTE PAGE FIVE

[redacted] b7c

17 DEC 28 1983

FOUR ELSNO INDEX

2130 [illegible] 22

ENCLOSURE

SECRET

01

FURNISHED RELIABLE INFORMATION IN THE PAST AND IS IN A POSITION TO OBTAIN THIS INFORMATION. FBI HEADQUARTERS ACKNOWLEDGES THAT THIS INFORMATION IS INCOMPLETE, HOWEVER, IT IS BEING PROVIDED FOR YOUR INFORMATION. ADDITIONAL DETAILS ARE NOT AVAILABLE AT THIS TIME.

[redacted] (S) [redacted] (S)

[redacted] All b1

[redacted] (S)

4-750 (Rev. 4-17-85)

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149-12981-19X pgs 3, 4, 5

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FBI/DOJ

SECRET

FD-36 (Rev. 8-26-82)

FBI

TRANSMIT VIA:
- ☐ Teletype
- ☐ Facsimile
- ☒ Airtel

PRECEDENCE:
- ☐ Immediate
- ☐ Priority
- ☐ Routine

CLASSIFICATION:
- ☐ TOP SECRET
- ☐ SECRET
- ☐ CONFIDENTIAL
- ☐ UNCLAS E F T O
- ☐ UNCLAS

Date 9/21/83

TO: DIRECTOR, FBI

FROM: SAC, LOS ANGELES [redacted] (S) (P) b1

RE: KOREAN AIRLINES FLIGHT #007
INFORMATION CONCERNING
[redacted] (S) b1

DE-57

This communication is classified SECRET in its entirety. b1

Enclosed for FBIHQ are three copies of a letter received by Los Angeles concerning the alleged shooting down of Korean Airlines Flight #007 by the Union of Soviet Socialist Republics.

DE-57 149-12981-19X1

[redacted] b1

[redacted] (S) b1

3 - Bureau (Enc. 3)
[redacted] (S) b1
2 - Los Angeles

CLASSIFY BY: G-3
DECLASSIFY ON: OADR

b7c [redacted] (5)

[redacted] b7c

[redacted] b7c

68 FEB 6 1984

Approved: Transmitted (Number) (Tim

SECRET

LA [redacted](S) b1

[redacted] in his cover letter, has requested his identity be protected. However, if this information is verified, [redacted] requests that he be given credit for providing this information and cooperating in the investigation.

[redacted] self-described as [redacted] Los Angeles indices negative for [redacted]

b7C
b7D

This information submitted to FBIHQ for such action as deemed appropriate.

4-750 (Rev. 4-17-85)

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FBI/DOJ

FD-865 (Rev. 6-25-78)

FBI

TRANSMIT VIA:
- [ ] Teletype
- [ ] Facsimile
- [x] AIRTEL

PRECEDENCE:
- [ ] Immediate
- [ ] Priority
- [ ] Routine

CLASSIFICATION:
- [ ] TOP SECRET
- [ ] SECRET
- [ ] CONFIDENTIAL
- [ ] UNCLAS E F T O
- [ ] UNCLAS

Date NOV 7 1983

To: Director, FBI

ATTENTION:
CRIMINAL INVESTIGATIVE DIVISION
- [ ] CIVIL RIGHTS SECTION
- [ ] DOMESTIC SECURITY AND TERRORISM SECTION
- [x] PERSONAL AND PROPERTY CRIMES SECTION

From: SAC, BROOKLYN-QUEENS

Subject: UNSUBS;
Possible Threat to Hijack
Korean Airlines Flight 007
(JFKIA, NY - Seoul, Korea)
9/29/83

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-7-87 BY SP8 [illegible]

- [ ] CR
- [ ] EL
- [ ] DIH
- [ ] CRA-64
  - [ ] PA
  - [ ] PE
  - [ ] PF
  - [ ] E
- [ ] DAMV
- [x] CAA
  - [ ] AP
  - [ ] IWFC
  - [ ] CWAA
  - [ ] FI
- [ ] EID
- [ ] Bomb Threats

Summary of Complaint:

149-12981-20

INDICES: [ ] Negative [ ] See Summary

17 NOV 22 1983

ACTION: UACB:

2-Bureau (Encls.5)
1-BQ (164-1500) (Encl.1)
1-JFKRA (INFO) (Encls.1)
1-164B-

- [x] No further action being taken and LHM
- [x] LHM enclosed
  - [ ] FD-376 (Enc. to LHM)
- [ ] LHM being submitted
- [ ] Report being submitted
- [ ] Preliminary investigation instituted
- [ ] Limited investigation instituted
- [ ] Investigation continuing

- [x] Copy to:
  - [x] USA EDNY, ATTN: AUSA SHEPERD
  - [x] Secret Service NYC
  - [ ] ATF
  - 2 [ ] FAA Eastern Region
  - (1) FAA-ATSFO

ICC cvd Jossen USSS 11/22/83

Approved: _____ Transmitted _____ (Number) (Time) Per _____

FBI/DOJ

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Queens, New York
November 2, 1983

UNSUBS;
Possible Threat to Hijack
Korean Airlines FLT 007
(JFKIA, NY - Secul, Korea);
September 29, 1983

[redacted]

b7C
b7D

United States Secret Service (USSS) Intelligence Section, [redacted] furnished the following background information regarding [redacted]

b7C

[redacted]

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

ENCLOSURE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11-7-87 BY SP8MJ

(164-NEW)

b7C

[redacted]

b7D

On September 29, 1983, coverage of Korean Flight 007 was instituted by the Federal Bureau of Investigation (FBI), PAPD Detectives and the FAA. Assistant United States Attorney (AUSA) Susan Shepard, Eastern District of New York (EDNY), was appraised of the aforementioned information and requested FBI preliminary investigation in this matter.

A scheduled passenger, [redacted] Flight 007, Korean Airlines was interviewed by the FBI prior to her having board Flight 007. [redacted] advised that she was in the United States in order to attend [redacted] She stated that she arrived in New York City, New York in May of 1983 and resided at [redacted] New York. She also provided the following background information:

Name: [redacted]
Sex: Female
Race: Oriental
DOB:
POB:
Address:

Mother:
Brother:

b7C

BEST COPY AVAILABLE

(164-NEW)

Non Immigrant
Visa Number: [redacted]
Issued at
[redacted]

Passport: [redacted]
Friend:
Telephone:

[redacted]

ID Number: [redacted]
Expires:

[redacted] further advised that she does not know anyone by the name of [redacted]

All b7C

A surveillance by the FBI was conducted at Korean Airlines (American Airlines Terminal, JFKIA) on September 29, 1983, whereby the following was determined:

An individual later identified as [redacted] checked in on Korean Flight 007 accompanied by:

[redacted]

BEST COPY AVAILABLE

(164-NEW)

[redacted]

Prior to departure of Korean Airlines Flight 007, September 29, 1983, [redacted] transferred an airline ticket in his name issued November 28, 1982, for travel from New York to Seoul to Tokyo, which is non-transferable, to [redacted]

Interview of [redacted] prior to departure of Korean Airlines Flight 007 determined he was returning to Tokyo to visit his grandfather who was sick in a hospital and that he was utilizing [redacted] airline ticket which because it was non-transferable was immediately confiscated by Korean Airlines official, and ultimately returned to [redacted] after the flight had departed from New York. It was determined that the Korean Airlines ticket issued on November 28, 1982, to [redacted] will expire one year from date of issue.

All b7c

No unusual incidents occurred after Korean Airlines Flight 007 departed JFKIA-NY on September 29, 1983, at 2354 hours (11:54 p.m.)

The following notifications were made:

U.S.S.S. - [redacted]

FAA - Duty officer [redacted] Special Agent [redacted] (Civil Aviation Security, JFKIA).

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4-750 (Rev. 4-17-85)

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FBI/DOJ

TRANSLATION FROM SPANISH

OUTSIDE SOURCE

The anonymous, undated communication is addressed to:
FEDERAL BUREAU OF INVESTIGATION (F.B.I.)
WASHINGTON, D.C. U.S.A.
It bears a postmark affixed in North Jersey, NEW JERSEY, on November 3, 1983.

* * * *

[redacted]

To end speculation on (the destruction of) KOREAN AIR LINES Flight 007, (an act which was) committed by communism, the disgrace of the twentieth century, the following should be known:

First: It all took place because Democratic Congressman McDonald was the target of the whole problem, because he was the only one who fought communism. Thus it was necessary to shoot him as it so happened.

[redacted]

Second: The F.B.I. should interrogate the ten Democratic representatives who went to Russia and who met with high-level officials of that country. They surely talked about McDonald's anti-communist feelings and the fact that an intensified campaign will be launched in the United States in the upcoming 1984 elections to get Mr. Reagan out of office.

All b7c

Third: That these ten individuals be questioned, since there is a 90% chance that one of them might be a Russian government spy, they should take the lie dectector test.

Fourth: In the offices of Korean Air Lines there is at least one employee who is a Russian spy, who informed his superiors of McDonald's presence in the airplane. Who invited him? Why did he travel?

[redacted]

TRANSLATED BY: [redacted]

DECEMBER 1, 1983

149-12981 23

JAN 18 1984

Note: (Please) Take the strictest security measures whenever Mr. Reagan travels by helicopter. The reason for this is that the Libyan government, by order of the USSR, might commit an air attack with a small airplane and might machine-gun the helicopter in which Mr. Reagan travels.

0 11 13 14 0

0

Para terminar con las especulaciones del avion de la Linea Sur Coreana 007 cometida por la desgracia del siglo veinte que es el Comunismo se conoceria de la siguiente manera:

Primero: Todo paso porque el Representante Democrata McDonald era el blanco de todo el problema por ser el unico que combatia el Comunismo y era necesario fusilarlo como asi sucedio.

Segundo: Que el F.B.I. interrogue a los diez representantes Democratas que fueron a Rusia y se entrevistaron con altos funcionarios de ese pais y seguramente se hablo del Anti-Comunismo de McDonald y de que se levantaria una intensa campana en los Estados Unidos para derrotar en las prximas elecciones 1984 al Sr. Reagan.

Tercero: Que dichos diez individuos sean sometidos a interragatorios ya que hay un 90% que uno de ellos sea espia del gobierno Ruso y sean sometidos al detector de mentira.

Cuarto: En las oficinas de la Linea Sur Coreana hay por lo menos un empleado que es espia Ruso y este informo a sus superiores de la precencia de McDonald en el avion. Quien lo invito? Porque Viajo?

Nota: Tomen, las mas estrictas medidas de seguridad cuando el Sr. Reagan tome el helicpcotero ya que el gobierno Libio por ordenes de Rusia cometeria un ataque aereo con un pequeno avion y ametralle el helipcotero donde viaja el Sr. Reagan.

0 11 13 14 0

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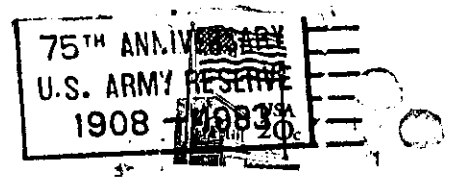

Federal Bureau of Investigation (F.B.I.)
Washington, D.C., U.S.A.

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DATE 10-7-87 BY SP8 [illegible]

4-750 (Rev. 4-17-85)

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FBI/DOJ

0624

Memorandum

SECRET

Exec AD Adm. ___
Exec AD Inv. ___
Exec AD LES ___
Asst. Dir.:
Adm. Servs. ___
Crim. Inv. ___
Ident. ___
Insp. ___
Intell. ___
Lab. ___
Legal Coun. ___
Off. Cong. & Public Affs. ___
Rec. Mgmt. ___
Tech. Servs. ___
Training ___
Telephone Rm. ___
Director's Sec'y ___

To : Mr. Bayse

SECRET

Date 11/16/84

From : R. W. Witzel

Subject : INFORMATION CONCERNING CRASH OF KOREAN AIRLINES FLIGHT 007

DECLASSIFIED BY SP8 ... ON 10-7-87

b7C

This communication is classified "Secret" in its entirety.

PURPOSE: To place on record data concerning the crash of Korean Airlines flight 007.

DETAILS: [redacted] requested confidentiality pertaining to this information. SA [redacted] agreed to this condition.

On 11/13/84, [redacted] telephonically contacted SA [redacted] as follows:

b7C
b7D

[redacted] requested that this data not be released.

RECOMMENDATIONS: 1. For the information of the Intelligence Division.

149-12771-27

2. That the FBI consider advising the other involved government agencies.

CIA advised 11/26/84 [redacted] b7C

1 [redacted] b1

11/26/84 [redacted] b7C

2 - Mr. O'Malley
1 - Liaison Unit
1 - Mr. Revell
1 - Mr. Bayse
1 - Mr. Witzel
1 - [redacted]

Classified by 8
Declassify on OADR

2

[redacted] (7) b7C

SECRET

[redacted] PRINTING OFFICE 1985-411-864/9070

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

10-7-87 Classified by SP8 ... Declassify on: OADR

783

02

8/00

4-750 (Rev. 4-17-85)

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FBI/DOJ

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FBI/DOJ

8-258 (12-20-79)

REPORT
of the
FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

1 - [redacted]
Rm 5040
1 - [redacted]
2 -
1 -

b7c

To: Acting Assistant Attorney General
Civil Division
Department of Justice
Washington, D. C.

October 21, 1985

FEDERAL GOVERNMENT

Attention: Ms. Jan Von Flatern
Trial Attorney
Torts Branch

FBI FILE NO. 149-12981

LAB. NO. 50826030 E QZ

Re: KOREAN AIR LINES DISASTER
SEPTEMBER 1, 1983
ALLEGED MISCONDUCT OF AIR TRAFFIC CONTROLLERS

YOUR NO. MDL Docket 565
Misc 83-0345

Examination requested by: Addressee

Reference: Letter dated August 22, 1985

Examination requested: Enhancement - Miscellaneous - Signal Analysis

Specimens received: August 26, 1985, personally delivered by Robert L. Hale.

Q1 One Scotch 10 1/2-inch reel of 1-inch wide magnetic tape marked in part "8/31/83" on a white label.

ALSO SUBMITTED:

One copy of a transcription.

Result of examination:

Six enhanced copies were prepared of the designated portion of channel 4 on specimen Q1, onto separate magnetic tape cassettes. Only a slight improvement in voice intelligibility could be obtained on the enhanced copies due to the very low recording level.

149-12981-31

MAILED 4
OCT 21 1985
FBI

1 - Mr. Robert L. Hale
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Page One (Continued over)

b7c [redacted] (9)

117 JAN 23 1986

MAIL ROOM
ADD 1986

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FBI/DOJ

An aural examination of the designated portion of channel 4 on specimen Q1 revealed that no decision can be made as to the words spoken, due to the very low recording level.

An aural examination of the "Oriental language" information at 1434:17 on channel 4 of specimen Q1 revealed that it is simultaneous crosstalk from channel 3.

b7c

Special Agent [redacted] conducted the enhancement, miscellaneous, and signal analysis examinations.

Specimen Q1 and one enhanced copy were personally delivered to Mr. Hale on August 26, 1985. One enhanced copy was personally delivered to Ms. Flatern on August 26, 1985. Four additional copies were personally delivered to Ms. Flatern on September 5, 1985. The transcription will be retained.

8-258 (12-20-79)

REPORT
of the
FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

[redacted]

b7C

To: Mr. Gary W. Allen
Acting Director
Torts Branch, Civil Division
Department of Justice
Washington, D. C.

Attention: Ms. Jan Von Flatern

FEDERAL GOVERNMENT

December 19, 1985

FBI FILE NO. 149-12981

LAB. NO. 51017067 E QZ

YOUR NO. MDL Docket 565
Misc 83-0345

Re: KOREAN AIR LINES DISASTER
SEPTEMBER 1, 1983
ALLEGED MISCONDUCT OF AIR
TRAFFIC CONTROLLERS

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11-7-82 BY SP2 [illegible]

Examination requested by: Addressee and Federal Aviation Administration

Reference: Letters received September 26, 1985 and October 17, 1985

Examination requested: Signal Analysis

Specimens received: August 26, 1985, under Laboratory Number 50826030 E QZ

Q1 One Scotch 10 1/2-inch reel of 1-inch wide magnetic tape marked in part "8/31/83" on a white label

ALSO SUBMITTED:

One copy of a transcription

149-12981-32

1 - Mr. Robert L. Hale
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D. C. 20591

1 - Mr. Jim Vaughan
Manager
Anchorage Air Route Traffic Control Center
Federal Aviation Administration
5400 Davis Highway
Anchorage, Alaska 99506

Attention: Mr. B. W. Franklin

MAILED 10
DEC 23 1985
FBI

Page One [redacted] (11) b7C

"[illegible] IN BULKY ROOM"

MAIL ROOM

APR 22 1986

(Continued over)

FBI/D

Specimens received: October 17, 1985, from Federal Aviation Administration, Anchorage, Alaska

ALSO SUBMITTED:

1. One copy of "ZAN COMM LINEUP PROCEDURE"

2. Two copies of recorder system drawing

An aural and electronic examination of the designated recordings on Channels 3 and 4 on specimen Q1, a review of the Also Submitted items, and visual inspection and audio tests conducted at the specified controller position in the Anchorage Air Route Traffic Control Center revealed the following:

1. Ambient room sounds in the vicinity of the controller position were electronically picked up through the 106 loudspeaker and the earpieces (actually small loudspeakers) in the handsets and headsets, and then recorded on Channel 4 of the Magnasync logging recorder. These sounds were not recorded via the microphones in the handsets and headsets. This process occurs because the loudspeakers can function as poor quality microphones and there is no electronic isolation between the mixer amplifier supplying the recorder and the loudspeakers.

A loudspeaker normally acts as a transducer to change electrical signals into audible sounds, but it can also function inversely, as a microphone by changing sounds into electrical signals. However, since the loudspeaker is designed to produce, not pick-up sounds, when it acts as a microphone, there is increased distortion, noise, and loss of linearity.

2. Unobstructed, average amplitude speech two feet from the handset earpiece and the 106 loudspeaker, acting as microphones, was only partially understandable when recorded on the Magnasync recorder. Test recordings made through the handset earpiece had slightly better intelligibility than the recordings using the 106 loudspeaker. The earpiece on the headset was not sufficiently sensitive to produce an understandable recording.

3. No ambient room sounds were picked up through the Federal Aviation Administration (FAA)(radio) loudspeaker.

4. The "Oriental language" information at 1434:17 on Channel 4 of specimen Q1 revealed cross talk from Channel 3, produced by the Channel 3 information being broadcast over a loudspeaker and then being picked up by the handset earpiece and/or 106 loudspeaker.

Special Agent [redacted] conducted the signal analysis examination. b7C

Specimen Q1 was previously returned to Mr. Robert L. Hale. The Also Submitted items will be retained.

8-259
+RECORDED
10/30/85
kk

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE
Work Sheet

To: B. W. Franklin
Airway Facilities Accident Coordinator
U.S. Department of Transportation
Federal Aviation Administration
701 C Street, Box 14
Anchorage, Alaska 99513

FBI FILE NO. [illegible]

LAB. NO. 51017067 E QZ

Re: KOREAN AIR LINES DISASTER

YOUR NO.

Examination by: [redacted] b7C

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 10-7-87 BY [illegible]

Examination requested by: Addressee

Reference: Letter dated with no date

Examination requested: Signal Analysis

Specimens received: 10/17/85

ALSO SUBMITTED:

1. One copy of "ZAN COMM ~~Lineup Procedures~~ LINEUP PROCEDURES"
2. Two copies of recording system drawings.

At Anchorage Air Route Traffic Control Center with
ET [redacted] 10/24 → 26/85.
b7C

Jim Vaughan
MANAGER, ANCHORAGE ARTCC
FEDERAL AVIATION ADMINISTRATION
5400 DAVIS HIGHWAY
ANCHORAGE, ALASKA 99506-1697
OFFICE: (907) 269-1136

FBI/DOJ

5101/067 2 42

Worksheet

Conclusions:

1. The earpieces on the handset and headset, ~~will~~ and the 106 Loud Speaker will pick-up room sounds ~~when the~~ that are recorded on channel 4 of the appropriate Magnasyne recorder. The sensitive and quality is best on the handset, followed by the 106 Speaker and then the headset.
2. No background room sounds are pick-up by the FAA (radio) loudspeaker.
3. Normal ~~con~~ level room conversation 2' from the handset earpiece and the 106 Loud Speaker are partially understandable. The earpiece on the headset is not sufficiently sensitive to pick-up the conversation.

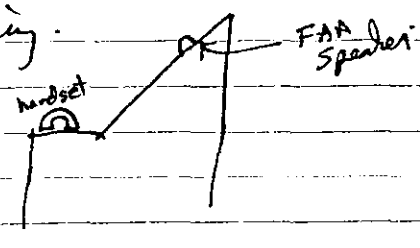
Worksheet

Audio Tests:

1. Ran at FAA Center, Anchorage, AL at position D-12 (matches D10/11 on transcription).
2. Nagra IV-S, 15ips, both channels, connected to phone jack output on Magnasync TR 1720 in basement, switchable between direct and reproduce (tape).
3. Sound source was a small ~~sp~~ loudspeaker fed a 1kHz tone, producing a 1096 Hz signal rich in other material.
4. Sound level determined with an IVEE IE-30 A Audio Analyzer.
5. Between midnight & 2AM average room noise averaged 55-60dBA SPL with no one talking near microphone
6. Normal to slightly above normal speaking voice at 2' ~ 70-75dBA SPL
7. Covered other ~~possible~~ inputs when tests run
8. All controllers & supervisors advised that at time of questioned voice info. the controllers would always be using a handset and not a headset due to the limited traffic

Reel	Test #	Description
1	1	At 120dBA SPL into handset earpiece - direct, reproduce,
1		direct, and then reproduce.
1	2.	Same as #1 except 106 Speaker
1	3.	Same as #1 except FAA (radio) speaker
1	4.	Same as #1 except headset earpiece.
1	5.	Same as #4 except 80dBA SPL
1	6.	Same as #1 except "
1	7.	Same as #2 except "
1	8.	Normal conv. at 2 feet, handset facing talker - direct, repro, direct, repro
1 (Partial) & 2	9.	Same as #8 except handset facing down
2	10.	Same as #8 except handset facing away from talker
2	11.	~~Normal conv. at 2 feet, 106 Speaker~~ Disregard
2	12	Normal conv. at 2 feet, 106 Speaker - direct, repro, direct, repro
2	13	Normal conv. at 2 feet, headset earpiece facing talker, direct, repro, dir, repro.

Output of FAA speaker, right in front of speaker, ~ 90 → 100dBA SPL depending on output. About 70 to 80dBA SPL on counter where handset would be lying.



5101/1061 E & C

Worksheet

Audio Test Results:

Test #1 – Very high-level – over-drives recording system

Test #2 – High level ~ 40 dB S/N in reproduce, muffled, limited freq. resp

Test # 3 – Tone not heard

Test # 4 – High level ~ 35 dB S/N in reproduce

Test #5 – Slightly above averaged noise on direct, lost in noise on reproduce

Test # 6 – About 28 dB above noise floor in reproduce mode

Test # 7 – About 7-8 dB above noise " " " "

Test # 8 – Only partially understandable on direct & reproduce even with filtering.

Test # 9 – Slightly better than Test #8, but still not completely understandable

Test # 10 – Same as # 8

Test # 12 – Slightly poorer quality than ~~test~~ #8 – only a few words understandable

Test # 13 – Not understandable on repro.

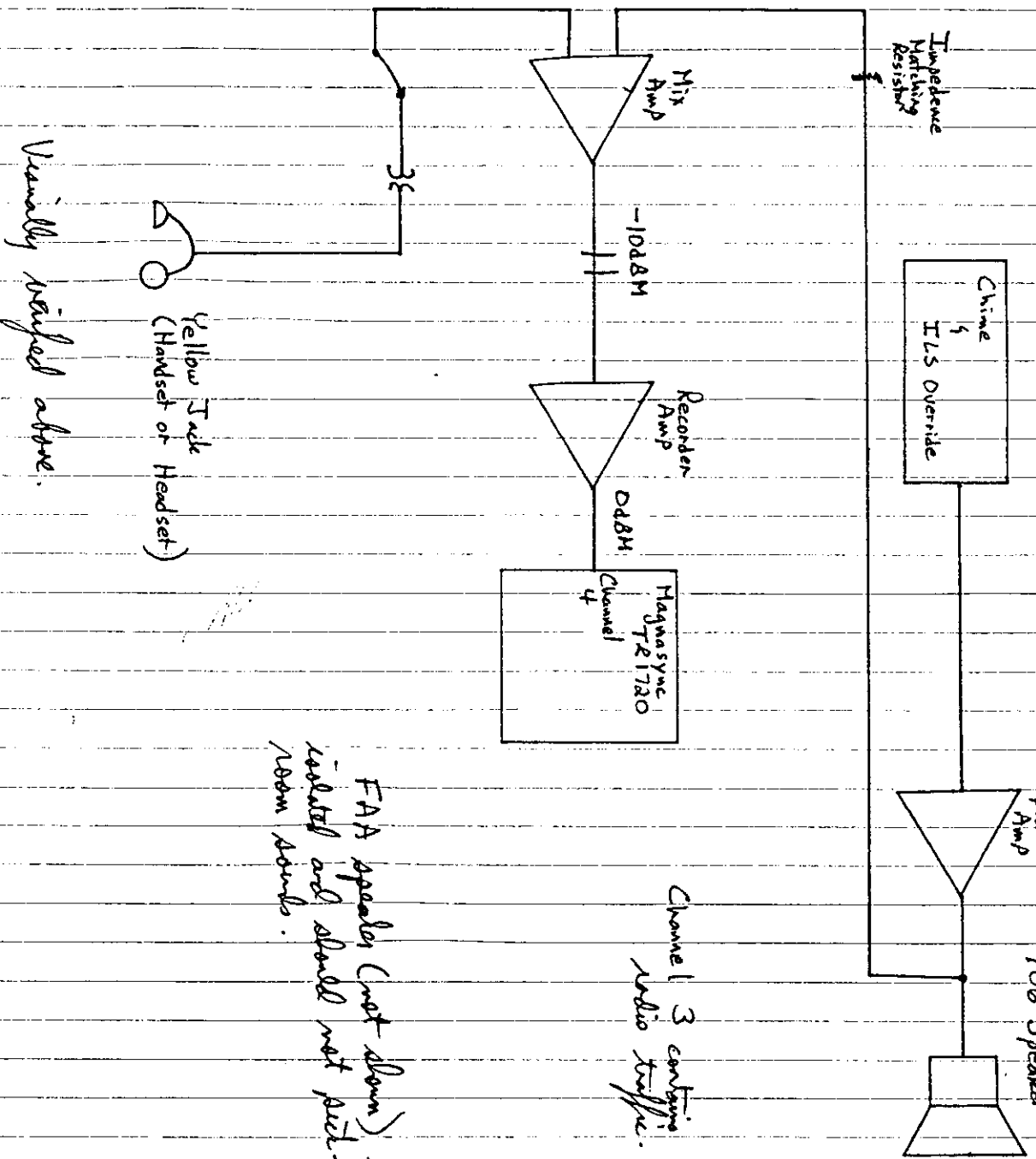
Vocoder

Improvement in comparing channel 3 to 4 for "Oriental language"

51017067 E QZ

Wiring Diagram

Show channel 4 inputs that may produce pick-up sound ~~on~~ even when the microphones are not activated.



5101/061 E 4C

Worksheet

Comments

1. Great wiring job – no wiring cross-talk possible at the limited dynamic range the recorder handles.
2. Controllers use yellow jacks for the recordings in question.
3. Background sounds picked up on 106 speaker not affected by volume control.
4. "Oriental language" transmission had be picked up from a speaker broadcasting material from channel 3.

4-750 (Rev. 4-17-85)

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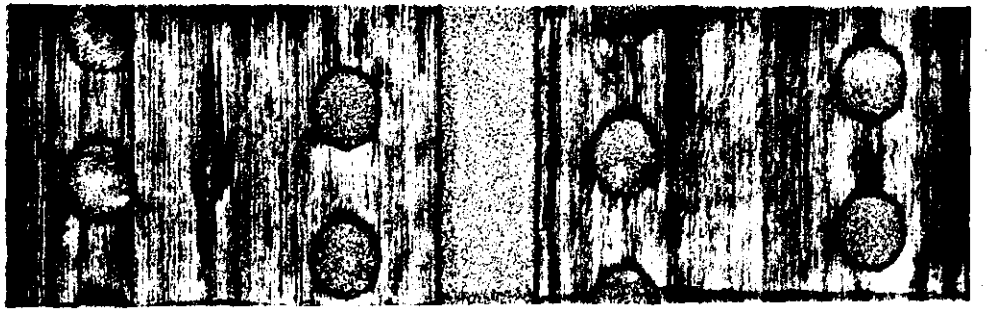

U.S. Controllers' Role Questioned in KAL Case

Lawyers Say Tape Suggests Tower Knew Jet Was Headed for Soviet Air Space

By Douglas B. Feaver
Washington Post Staff Writer

Attorneys representing families of those killed when a Soviet fighter shot down Korean Air Lines Flight *007 charged in court papers yesterday* that someone in a U.S. air traffic control facility said "We should warn him" *as the Boeing 747* jumbo jet began to stray off course.

The filing in U.S. District Court here came two days *short of the* second anniversary of the Sept. 1 disaster that claimed the lives of the 269 people aboard. *The flight,* bound from Anchorage to Seoul, was more than 340 miles off course and over Soviet waters when it was downed by Soviet fire.

Mark Dombroff, a private attorney working for the Justice Department, said that "no controller had any reason at any time to believe that anything was other than what it was supposed to be. That is true no matter what the plaintiffs may fancifully assert was on that tape."

Raymond H. Yeager, an air-traffic consultant hired by the plaintiffs, said in an affidavit that he had listened to tape recordings from the Federal Aviation Administration's Air Route Traffic Control Center in *Anchorage, the* last U.S. facility responsible for the flight.

"I heard a statement at 14:34:04 *[Greenwich Mean Time]* which included the words . . . 'We should warn him,' " the affidavit said.

Plaintiffs said that statement was recorded as background noise on a microphone near the controller's position, *but is not part of the* official communications transcript released shortly after the incident.

*The transcript shows that a con*troller unsuccessfully tried to contact Flight 007 five times between 14:32:21 and *14:34:37 to obtain a* routine position report. Flight 007 responded at *14:35:11 in a relay* through a KAL flight nearby.

The Justice Department, in a motion filed Tuesday, had asked the court to forbid presentation "of disputed conversations or comments said to be present on air traffic control tapes concerning this case" until the court heard the tape "prior to entertaining plaintiffs' (or anyone else's) interpretations."

There had been no action on that when Donald W. Madole, chairman of the plaintiffs' steering committee, filed a motion containing the allegation.

When the transcript was released, FAA officials said that radio communications over the North Pacific frequently are difficult and that other aircraft often relayed position reports. Tracks of Flight 007's probable path have shown *that it probably* was out of radio range of the Anchorage station at *the time of the transmissions.*

Much of the North Pacific flight track is beyond the range of civilian *radar, and air traffic controllers* monitor aircraft through reported positions based on the plane's internal navigation *systems rather than* on radar.

U.S. Air Force radar covers part of the flight track, although *the* State Department has insisted since the incident that no U.S. radar facility was in position to track or warn Flight 007 after it left civilian radar coverage. Several Air Force radar stations along the Aleutian Island chain have signals "remoted" to the Anchorage Center.

The plaintiffs ask, "Why did [the controller] try repeatedly to reach Flight 7 at just that time?" They offer two possibilities:

■ The controller himself was observing a nearby radar screen displaying an Air Force radar return that showed the flight's position.

■ The controller had been advised by Air Force trackers that Flight 007 was straying toward Soviet air space.

Most aviation experts think Flight 007's crew erred in programming the onboard navigational computer, then flew unaware as the computer guided the plane over Soviet territory. Flight simulations by the International Civil Aviation Organization support this scenario.

Recordings of air traffic control communications are continuous because the radio phones record only when controllers or pilots are broadcasting. Background discussions on the tapes are difficult to place in context because important parts of them may be missing.

Nonetheless, the plaintiffs' assertion that there was discussion about a possible warning seems certain to encourage theorists who contend that Flight 007 was a U.S.-sponsored spy plane or one dispatched *to see what the Soviet response to* an intruding aircraft might be, militarily and electronically.

The most benign version is that U.S. officials were aware of the deviation but did not warn the plane, and *took advantage of an* intelligence "target of opportunity." U.S. officials deny all such assertions.

But the United States knows more about Flight 007 and its flight track than has been released officially, *and this has been obvious* from the day of the incident.

U.S. officials say, however, that their *knowledge was gained* after the fact, from recording radar and other intelligence sources, and was not the result *of monitoring during* the incident.

The plaintiff's filing was in response to a *Justice Department mo*tion to release the U.S. government as a defendant in the case. Other defendants *include Korean Air* Lines and the Soviet Union.

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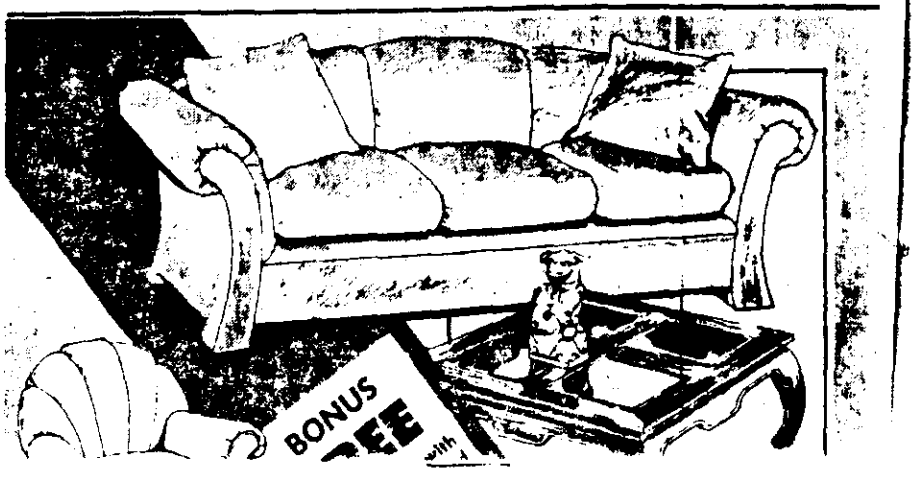

What Happened to Flight 007?

Was the Airliner on an Unlucky Spy Mission or the Victim of Careless Pilot Error? Probably Neither, Says the Author, a Veteran Pilot. More Likely It Was an Early Navigation Error Combined with a Last-Minute Short Cut to Save Fuel. The Result Was the Soviet "Termination" of Flight 007.

By Russell Warren Howe

Ronald Reagan called it "one of the most infamous and reprehensible acts of history"—even a "major turning point in time." Most Western pilots refused to fly to Moscow for two months. Andrei Gromyko was barred from landing in New York and New Jersey and missed a UN session.

A Boeing-747 jumbo jet of Korean Air Lines had been blown out of the sky by a Russian missile. During the following week, 576 pieces of jetsam, including parts of bodies, washed ashore around Wakkanai on Hokkaido, Japan's northernmost island—about 200 miles from the ocean crash site. Another 167 pieces of flotsam were recovered from the waves by Japanese, American, and Soviet ships.

The Soviet Air Force's shoot-down of flight KE007 on September 1, 1983, had killed 269 innocent civilians in the freezing waters off the Siberian coast, leaving most of the world angry at Moscow—and also mystified as to how the plane came to be flying over Sakhalin island in the first place.

Two years later, the puzzle of why the airliner was in Soviet airspace remains officially unsolved. The digital flight-data recorder in the tail of the fuselage was never found—unless it was secretly found by the Russians. The same is true of the voice recorder from the cockpit. These are the two "black boxes"—which are actually painted orange to make them more easily recognizable on a midnight-black seabed or a desolate mountainside.

Because of the nature of the Soviet area, the theory that flight KE007 was on an intelligence mission soon gained credence and was strenuously pushed by Moscow. Earlier that fateful September morning, the 747 had crossed the Soviet Union's super-sensitive Kamchatka peninsula—which, in addition to exporting lobster to America, is also home to Petropavlovsk naval port, which berths 90 nuclear submarines, including about 30 with ballistic missiles aimed at the US. Kamchatka also contains several air bases and radar stations, and the missile-test splashdown area of Plesetsk.

To have flown over Kamchatak was bad enough; to have gone on to Sakhalin

Russell Warren Howe flew a Spitfire for the RAF in World War II and has been flying ever since. He has been a foreign correspondent for Reuters, the London *Sunday Times*, the *Washington Post*, and the *Baltimore Sun* and diplomatic correspondent for the *Washington Times*. He lives in Washington, where he is finishing his eleventh book, and, for fun, flies a Piper Cherokee out of Annapolis.

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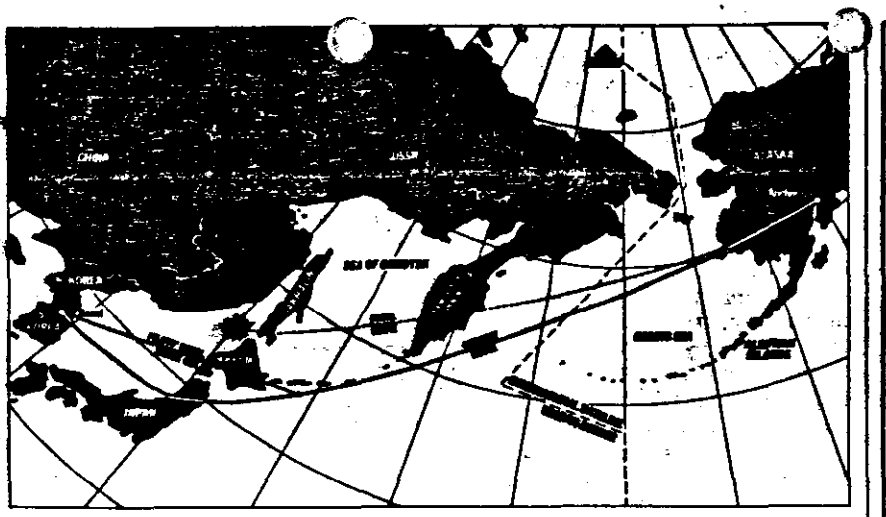

was very provocative.

Sakhalin, although no bigger than Baja California, is host to six military airfields guarding the Soya Strait—the 30 miles of water between Russia and Japan that constitute the gate to the open ocean for the Soviet Pacific Fleet, based at Vladivostok.

No flyer doubts that the region is sensitive. North Pacific flying charts are boldly marked AIRCRAFT INFRINGING UPON NON-FREEFLYING TERRITORY MAY BE FIRED ON WITHOUT WARNING. According to General George J. Keegan Jr., the former director of Air Force intelligence, six Soviet colonels and lieutenant-colonels have been executed, over the years, for failing to destroy intruding American planes.

Moreover, that night Soviet defenses had already counted five flights by US intelligence planes waiting for the launch toward Plesetsk of an experimental Soviet SS-X-24 intercontinental ballistic missile—a launch that some theorized might be a breach of the SALT II agreement. None of the five spy-plane flights had infringed Soviet airspace, but they came close. Was KE007 taking advantage of its civilian status to spy inside Soviet territory? Was it being used to trigger Soviet defenses, so that a Ferret-D satellite overhead could film the results? This led to the most fundamental question of all: Was the flight off course intentionally?

The Korean Air Lines 747 had arrived at Anchorage from New York around 3 AM Alaska daylight time. There was a routine crew change, refueling, and servicing. The Soviets claimed that takeoff was delayed 40 minutes so that the jumbo could rendezvous with an American RC-135 spyplane monitoring the missile test. In fact, KE007 took off one minute early, at 4:59 local time, 10 PM in Seoul, just right to put the plane into Seoul's Kimpo airport around 6 AM, when Korean customs and immigration clerks come to work.

The captain, Chun Byung-in, 45, was a meticulous and competent man. He had been with KAL for eleven years, after ten years in the air force, which he had left with the rank of major. A Presbyterian with a degree in economics, he had flown 10,627 hours, including 6,618 in 747s and five years flying in and out of Anchorage. Described by his employers as a "model pilot," and the recipient of a citation the year before for ten years of accident-free performance, he had occasionally flown his namesake, South Korea's President Chun Duhwan, on official overseas visits.

The first officer was Sohn Dong-hui, 47, who had joined KAL in 1979 after seventeen years in the air force, where he attained the rank of lieutenant colonel. He had flown 8,917 hours, including 3,411 in 747s and 52 previous North Pacific flights.

The flight engineer, Kim Eui-dong, was a graduate of the Korean Aviation College and was one of the new generation of pilots not trained in the military. In six years with KAL, he had acquired 4,012 hours, including 2,614 on 747s. The cockpit crew was as technically competent and experienced as any passenger could wish.

Also on board were a purser, three stewards, thirteen stewardesses, three armed anti-hijack sky marshals (the captain also carried a side-arm), and six pilots deadheading back from Alaska, for a total of 29 KAL employees.

Some of the 240 passengers could spread themselves over the 168 empty seats for the long night flight. In first class, along with the six deadheading pilots, the only paying passenger was Congressman Larry P. McDonald of Georgia, president of the John Birch Society, who was on his way to attend the 30th anniversary of the signing of the US-South Korea mutual-defense treaty.

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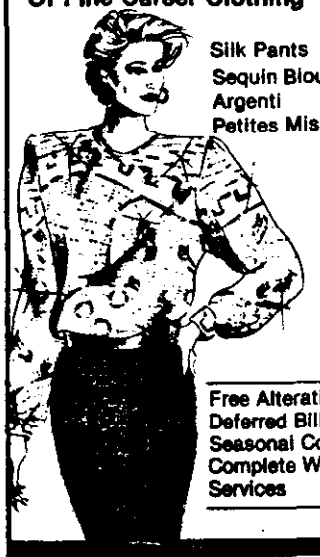

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one of four parallel routings from Anchorage to the Daigo navigational beacon in Japan, where the plane would turn right and cross the last stretch of ocean of its final leg into Seoul. R20 is the closest of the routes to Soviet airspace.

Aircraft join R20 at Bethel, about an hour west of Anchorage, and are soon beyond the reach of all American civilian radars. For 900 nautical miles, or about 100 minutes of flying, airliners are on their own, except for radio communication, until they are picked up again by Japanese radars. For this period, they are closely tracked only by Soviet controllers and invariably rely on inertial navigation systems, or INS. An INS is a computerized system of gyroscopes and other instruments that tells the crew precisely where the plane is, its altitude, speed, and other data. The INS is coupled to the autopilot, steering the plane along the chosen track.

Normally, an aircraft "tracks out" of Anchorage by steering the reverse of the Bethel-Anchorage track. But that night the Anchorage VOR navigational beacon was "down" for routine maintenance. In that situation, the pilot is supposed to track into Bethel on a prescribed magnetic compass heading, and then switch to INS.

From the start, this seems to have been an ill-fated flight. When First Officer Sohn radioed Anchorage that KE007 was over Bethel, the plane, according to its blip on the radar screen at King Salmon US Air Force Station, was actually twelve nautical miles north of the beacon and already on the fatal course that would take it into Russia. The Air Force did nothing about it; it had no responsibility for civilian planes. Between Bethel and Daigo are seven ocean way stations—points of latitude and longitude along route R20. Four of them are compulsory reporting points. All seven positions are programmed into the inertial navigation computer. As each waypoint approaches, two amber lights come on beside the pilots' INS panel; they go off as the plane passes over, or abeam (beside), the points. The first officer then radios Anchorage or Tokyo control with the flight's position.

Captain Chun's plane had radio problems. The incoming crew had reported that one of the three VHF (very high frequency) radios was "noisy." It was repaired at Anchorage and worked on the ground, but in the air it failed again. The other VHFs were also faulty. For KE007's communications with Anchorage, another KAL flight—KE015, heading for Seoul via Los Angeles—had to intervene and retransmit the exchange. In the airline world, such snafus are not unusual. Eventually, KE007 went onto HF (high frequency) radio transmission.

Retracing KE007's odyssey from US Air Force and Soviet tapes, one can clearly see that the plane flew progressively farther off course as it made its way past the Nabie, Nukks, Neeva, Ninno, and Nippi waypoints. At Neeva, KE007 was 150 miles off track. That's where Soviet radar first picked it up, its track confused for a while with that of a US Air Force RC-135 from Shemya, in the Aleutians, which the Russian controllers had noticed on their screens earlier.

By Nippi, it was 185 miles off course. But still KE007's crew didn't know it, because the lights come on as long as the airplane is within 200 miles of the waypoint. At 1709 Greenwich mean time (GMT), Sohn apparently saw his amber lights go off and radioed Tokyo: "Overhead Nippi one seven zero seven Zulu, level three three zero, fuel one three two, temperature minus four niner, wind three two zero at four five knots, estimating Nokka one eight two six Zulu."

In English, this means that Sohn was claiming that the flight had crossed the Nippi waypoint just before, at 1707 GMT (when it was actually 185 miles to the north and close to Petropavlovsk in Kamchatka); that it was at 33,000 feet, with 132,000 pounds of fuel remaining, an outside temperature of minus 49 degrees Celsius, and a 45-knot wind coming from 320 degrees (approximately northwest). Sohn was also reporting that KE007 expected to be at Nokka by 1826 GMT. Tokyo ground controllers took Sohn's word for it; they had no way of knowing that the plane was off course.

More than an hour later, Sohn waited for the amber lights to signal that Nokka was coming up. But KE007 was now far more than 200 miles off course, so this signal never came. Flight KE007 was 365 miles off course when the Soviet Air Force "terminated" it.

When the errant plane had first flown toward Kamchatka, Soviet controllers, believing it to be a RC-135, assumed that it would turn tail just before entering Soviet airspace. When it flew straight across the peninsula, fighters scrambled. But at 33,000 feet and 520 knots, KE007 was safely in international space over the Sea of Okhotsk by the time fighters got close.

When the plane continued on a straight course, Soviet defenses were waiting for it. By the time it reached Sakhalin, three Sukhoi-15 interceptors were in the air. At 1812 GMT, while Sohn was waiting for the amber lights to signal the threshold of Nokka waypoint, one Soviet pilot, overheard by the Japanese, was telling his ground control: "I have visual contact."

Around this time, Japan's Air Self Defense Force Radar picked up a blip of KE007 passing over Sakhalin at a point about 45 miles north of their screens at Wakkanai. The Wakkanai controllers assumed that it was a Russian plane.

Now only a few minutes remained for all the mistakes to be made and to come together in one terrible finale in the predawn of a Siberian night.

There was a half moon. On board the 747, the dinner and film were long over, and most of the passengers were dozing behind closed porthole blinds. The pastel-yellow panel lights on the flight deck were not visible from the outside, but the aircraft's wingtip navigation lights were on and the red anti-collision beacon on the fuselage was rotating.

A Soviet pilot said at 1821 GMT: "The target is at 10,000 meters (32,500 feet), flying 240 degrees."

From here on, the only recordings available are of one Soviet pilot, identified to this reporter by intelligence sources as Major Vasiliy Konstantinovich Kazmin, responding to his ground controller. The ground controller's comments were not recorded.

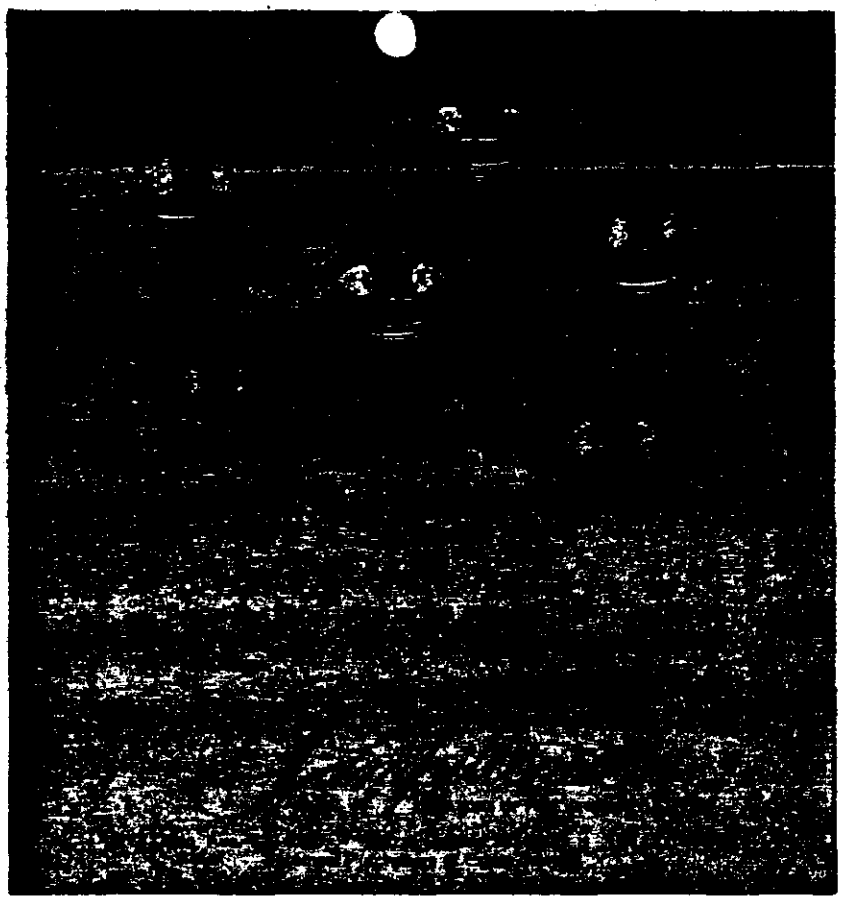
First, Kazmin complained that "the target is not responding," implying that he had tried to contact the airliner on the international emergency frequency, to which one of the 747's VHF radios should have been tuned. But these, we know, were not working well.

Then Kazmin snapped: "Locked on," meaning that the Su-15's two AA-2 missiles, which have the NATO code name Anab, had been targeted to the exhausts of the airliner's engines.

Then, in response to some instruction, the Russian major said: "Broken off lock-on. Firing cannon bursts"—presumably a warning measure, using tracers, suggested by the ground controller.

Chun, Sohn, and Kim, their heads down in the cockpit, apparently saw nothing, at least at first; and since Kazmin apparently fired his tracers from behind and below the 747, instead of alongside, there is little chance they could have seen them.

A minute before, shortly after 1820 GMT, KE007 had requested an altitude "step" from 33,000 to 35,000 feet; the craft could fly more economically at a higher elevation. Tokyo authorized the climb, which slowed the aircraft's speed. Major Kazmin's own speed remained constant, and recordings show that he unintentionally overtook his target. This situation offered him the best opportunity to carry out the international requirements for making an intruding plane follow an air-force escort to the ground—moving in front and to the left, where the civilian pilot can see the es-



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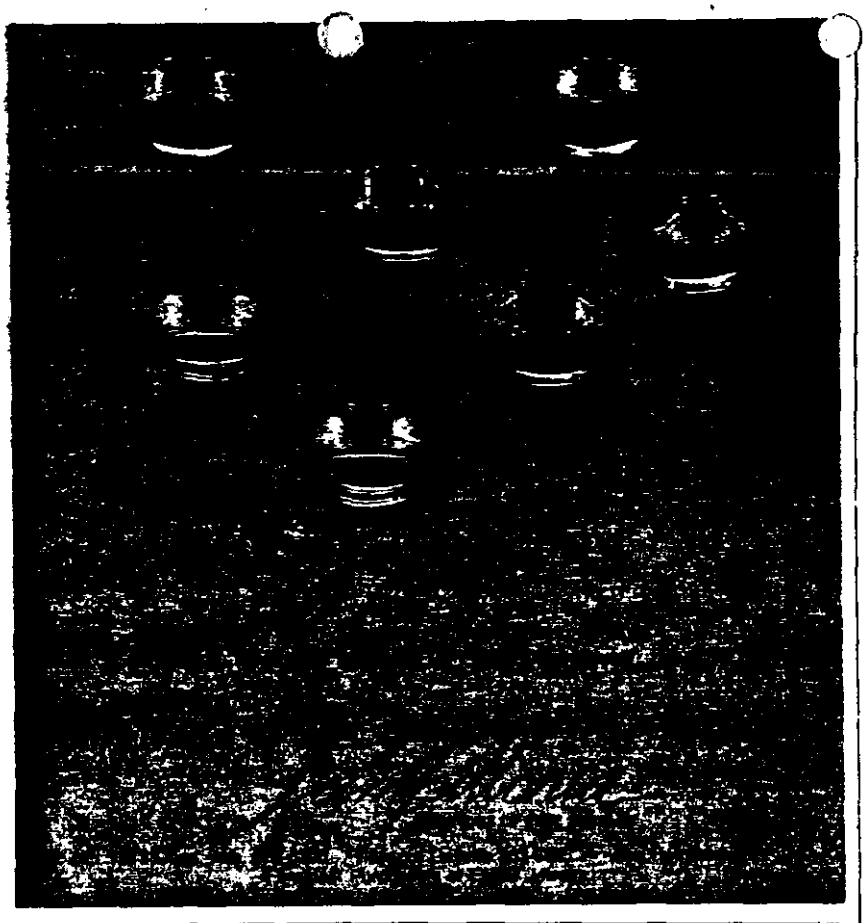

cort, and waggling the fighter's wings.

Instead, Kazmin was soon saying: "Now I have to fall back a bit. . . . Say again? . . . I am dropping back. . . . Now I will try rockets." Was he deliberately staying out of the airliner's sight, thirsting for a kill? The evidence grimly raises that suspicion.

At 1825 and eleven seconds, the Soviet pilot said: "Understood. I am locked on. Target is at eight kilometers."

Five seconds later, he said: "I am closing on the target. I have already switched on." A few kilometers away, copilot Sohn must still have been wondering why the lights announcing Nokka had not yet lit up.

There is no indication the crew knew they had been hit by a missile, only that all four engines were out.

At 1826 GMT—Sohn's estimated time for passing Nokka—Kazmin told his ground control: "I have executed the launch. . . . Target destroyed."

At 1827, Sohn was talking to Tokyo. The message was garbled, and Tokyo tried to call the plane on two other frequencies. What is preserved is: "Rapid decompression. . . . All engines. . . . Rapid decompression. . . . One zero one two delta. . . ." There is no indication that the crew knew their plane had been hit by a missile—only that all four engines were out and that there was a loss of cabin pressure caused by the entry of outside air. "Delta" is thought to refer not to the letter D, but to the finally noticed presence of the Soviet Sukhois—planes with delta wings.

In the waters between Sakhalin and Moneron Island, the 99-ton Japanese squid trawler *Chidori Maru 58* heard an explosion above. The blip of the KE007 took three minutes to go off the Wakkanai screens, indicating that the pilots wrestled with the plane before it finally dived into the water.

All that day, and for days afterward, the western world erupted in anger. The Kremlin did not help by a series of contradictions and evasions. The Soviet pilots who had intercepted the 747 gave the lie to their own government's claim that the airliner was not showing lights, that visibility was difficult, and so on. Marshal Nikolai Ogarkov, the Soviet chief of staff, made the improbable claim that the order to shoot down the plane had been given by a "local commander," with Moscow

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only being "informed later."

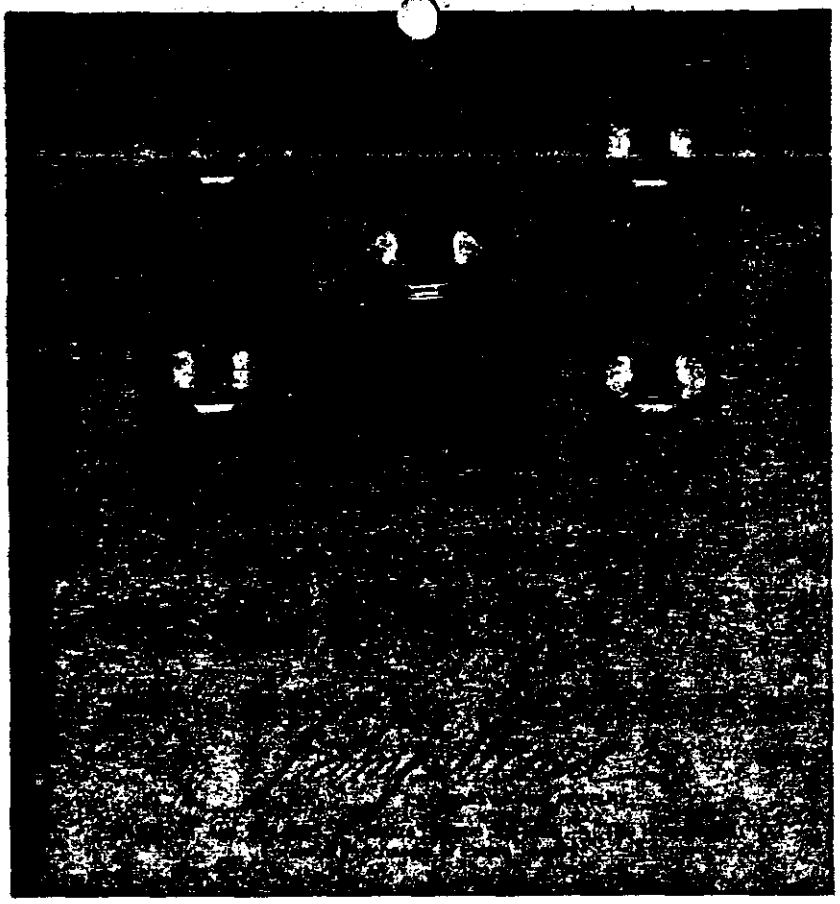
Actually, according to intelligence sources, the order probably was given by General Vladimir Govorov, commander of Soviet Far East Forces, at the request of Colonel-General Semyon Romanov, chief of staff of the Air Defense forces. Romanov had had to put off the SS-X-24 test because of the foreign intrusion into Soviet airspace, and was probably not in the best of late-night moods.

Initially, the Soviet pilots probably did mistake the 747 for an RC-135, a military version of the Boeing 707. Viewed from behind and below—the normal attack position—the raised flight deck and lounge of the 747 would not be visible; the similar designs of the two Boeing planes would be indistinguishable in perspective, especially at night. But Major Kazmin eventually flew alongside and in front of KE007 before shooting it down, and by then had reported the flashing lights of a civilian passenger plane.

Using an "intelligence" pretext to shoot down airliners is not new. In 1951, a Constellation of Israel's El Al, flying over Bulgaria on its way from Vienna to Tel Aviv, was mistaken for a US military Constellation, fired on, and forced to land. In 1971, Israel itself earned global opprobrium by shooting down a Libyan airliner that had crossed the Suez Canal in a sandstorm on its approach to Cairo. It was over Egyptian territory occupied at the time by Israeli forces. All but thirteen aboard died, including the French captain.

In April 1978, KAL flight KE902 was fired on and forced to land on a frozen lake near Murmansk after losing its way on a flight from Paris. It was 200 miles inside the Soviet Union. Two passengers were killed by the Russian bullets.

Because of the 1951 confusion between a spy plane and an airliner, and the mendacious Israeli and Soviet claims to the same confusion in 1971 and 1978, many Americans and others were tempted to accept the Moscow story that KE007 was on a spying mission. More Machiavellian theorists postulated that the aircraft was genuinely lost, but that the US Air Force had let it fly into Soviet airspace without warning it, in order to get a picture of Soviet reactions and countermeasures. The International Civil Aviation Organization referred all the theories for the plane's invasion of Soviet space to its Air Navigation Commission, which rejected the intelligence-mission explanation as fanciful. Even beyond the technical evidence, the notion that an airliner with two or three hundred civilians aboard had been intentionally used as a decoy for Soviet defenses never had much merit in the first



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place, except for the sort of people who believe that John F. Kennedy was shot by the freemasons. An RCV (remotely controlled vehicle, or pilotless plane) would be much more efficient than a 747. These tiny craft are hard to hit and cheap enough to be expendable, while still capable of triggering defenses.

The Air Navigation Commission found no evidence that either Tokyo control or the plane's crew had been aware of any deviation from course, although it pointed out that the crew should have followed "company procedures" to verify whether it was on track. The airliner, the commission said, had no excuse for being lost except "a considerable degree of lack of alertness and attentiveness on the part of the entire flight crew, but not to a degree that is unknown in international civil aviation." The commission scored the use of force against the plane and Moscow's refusal to accept an international investigation team.

The Soviet Union deserved condemnation for its murderous overreaction. But KE007 was trespassing. Why?

Obviously, the Soviet Union deserved condemnation for its murderous overreaction, and for its subsequent obfuscations. But KE007 *was* trespassing. Why?

Summing up, the Air Navigation Commisssion discounted "unlawful interference [i.e., hijacking], crew incapacitation, deliberate crew action associated with fuel-saving incentives, or extensive cockpit avionics/navigation systems failures or malfunctioning."

It is on the third point that the report probably goes wrong. "Deliberate . . . action associated with fuel-saving" means short-cutting to earn Korean Air Lines bonuses for using less fuel than a flight normally required.

Former KAL pilots are reluctant to impugn the professional honor of Captain Chun and their other dead comrades on the flight, and they will only speak if they are not identified. Most, being pensioners of the airline, are afraid to speak at all; but those who agreed to talk to me were all agreed that short-cutting to win the company's fuel-saving bonus was customary, in pre-Sakhalin days, and that it was *normally* a *risk-free* enterprise.

The pilots say that when programming the INS computer, standard procedure was to replace the last reporting point—Daigo—by the Seoul coordinates, reporting "overhead Daigo" while they were actually far north of the Daigo beacon, cutting straight across Hokkaido and the Sea of Japan to the Korean coast, saving thousands of pounds of fuel on the four big engines, and earning hundreds of dollars each in bonus money for the three pilots.

Both KAL and the Air Navigation Commission dismiss the short-cutting theory. They conclude that short-cutting would have been noticed, either on radar at the time or by examining other technical data afterwards. But all the reasons for rejecting the short-cutting theory presuppose that short-cutting would take place all along the route. In fact, as the retired KAL pilots told me, the usual practice was to cut short only the final leg. (See map on page 149.)

But why was KE007 so far off course for so long—a remarkable five hours and 26 minutes before being shot down? Many analysts, including the best local reporter on the issue, Michael Westlake, managing editor of the *Far East Economic Review* in Hong Kong, lean toward the so-called "heading mode" theory, one of two possibilities cited by the Air Navigation Commission.

This theory assumes that, by leaving a switch in the wrong position, the pilots flew *all night* the heading they had set themselves to go from Anchorage to Bethel ("heading mode") instead of the one determined by the inertial navigations computer ("INS mode") to follow route R20.

The commission's report says: "In such a situation, with the INS system activated, although not controlling flight navigation, the crew would have been provided with regular indications of flight navigation waypoint passages at or near the flight-plan estimates for such passages and would therefore have been under the impression that they were navigating in the INS mode." The second possible explanation, said the Commission, was that someone got one digit wrong when programming the INS computer, putting Anchorage ten degrees of longitude—600 nautical miles—east of where it really is. Such an error would have thrown KE007 badly off course on its first leg, but not thereafter.

The crew presumably thought, in its last moments, that it was off Hokkaido, because it had set its transponders at 1300—a distance-measuring frequency used in Japanese airspace. And they presumably thought that they were in "INS mode," not "heading." And perhaps they were.

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well, KE007 would simply have flown across Hokkaido instead of Honshu, and would have come a little close to North Korea in the final minutes.

That KE007 was off course unintentionally because it intended to be off course later—with the short cut—cannot be proved. But that explanation alone seems to fit the evidence.

The airline, even if not plagued by lawsuits, would prefer a mechanical error for which the computer manufacturer could be blamed. The next best would be "innocent" pilot error. Any error based on a questionable intention—in this case, short-cutting, to earn the airline's fuel-saving bonus—is unacceptable, and the company is all but silent on the subject.

The Sakhalin tragedy of September 1983 was followed by the crash of a Korean DC-10 freight plane at Anchorage in December, injuring seven. The following month, January 1984, a KAL plane skidded off an icy runway at Seoul Airport; no one was injured.

Shortly after all these mishaps, KAL took a number of steps that were almost surely related to Sakhalin: First, it quietly abolished the fuel-saving bonus that for years had been an inducement to short-cutting; then, to reduce the risk-taking associated with ex-military pilots, fourteen of these were discreetly forced to resign. All remaining flight crews went through a retraining process.

Cho Chung-kon (known as Charlie Cho), who was 51 at the time, took over as president of the company from his 64-year-old brother, Cho Chung-hun (known as Harry Cho), who became chairman. Several top cadres were reshuffled. Korean Air Lines changed its name to Korean Air, and the planes got a new livery. Flight 007 had already become flight 017.

The airline is still in search of its reputation. Seasoned globetrotters would agree that it is not in the same class as Singapore Air, Japan Air, Thai International, or Air India. But it is the world's tenth largest (and sixth among freight carriers), with 38 planes and more than 2,000 flight-deck and cabin staff, and its service reputation, while not at top Asian standards, is probably better than that of any American airline. Although the airline's record on safety is probably as good as that of any one of its size with such extensive routes, it is now anxious to establish a record for caution.

The tragedy at Sakhalin has produced some good. It has forced the US Air Force to cooperate on the Pacific route. At Shemya, American civilian and air-force controllers now work together. Because the northern edge of R20—the track from Anchorage to Seoul that

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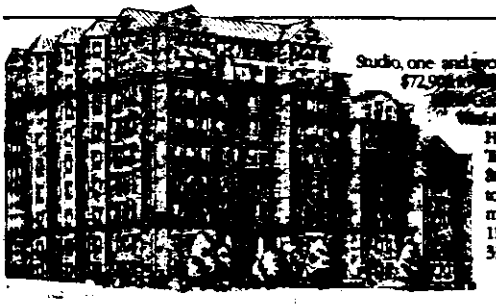

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KE007 supposedly was flying—con... within eleven miles of Soviet airspace, all cases of aircraft flying more than eleven miles off course are now reported to the pilots. Since November 1983, there have been 38 such incidents, including two planes that were more than 25 miles off course. Since December 18, 1984, there has also been an exit radar on St. Paul's Island, to help airliners "track out" from Alaska.

Korean Air, Litton Industries, and the US government are being sued in Washington and Tokyo; one issue is whether the federal government "has a legal duty to warn or advise civilian aircraft [that are] off course." At Korean Air's request, the US District Court in Washington has ordered the Federal Aviation Administration not to answer press questions, and Korean Air has given its employees a choice between silence and unemployment.

Lloyds has paid Korean Air $35 million as "hull insurance" on the lost plane.

The airline carried $400 million of insurance with Lloyd's; claims brought by the kin of victims total about $2.3 billion. Korean Air has normally refused to pay more than $75,000 per victim; it has, however, paid 80 million *won* (about $100,000 at the time) to a Korean legislator whose daughter perished in the crash.

Those who may have known for sure what happened are scattered along the deep floor of the North Pacific. Two of the victims, deputy purser Kim Yak-kun and flight attendant Suh Jong-suk, were engaged, and were married posthumously by their families. One of his suits and her traditional *han-bok* dress were buried together. Another stewardess on the flight, Cho Hyong-sim, also was married posthumously to her fiancé, Kim Bon-chon, who was a passenger on KE007.

Captain Chun's widow, Kim Ok-hi, never accepted the easy explanation of pilot error, advanced by the airline and the Air Navigation Commission. I think that she was right. The man whom she remembers as insisting that everything in the house be in the right place was not incapable of a mistake, she says, but he would not have left a switch in the wrong place for six hours, especially with two other pilots to help him.

She says his son, now ten, plans to be a pilot. What better way could his father's ghost be put to rest? Like all pilots of our generation, Chun was familiar with "unforgiving" planes—the ones that must be flown strictly according to the book. Now we would seem to have a new problem—unforgiving navigation computers. □

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11605 Old Georgetown Road
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New York Times 9/11/86 Page 10

of trying to divide Asians and West Indians here by observing that the riots were directed at Asian stores.

ter in place, and her aides made it clear that there would be no change in basic policy.

U.S. Denies Accusations in Suit Stemming From K.A.L. Downing

By PHILIP SHENON

Special to The New York Times

WASHINGTON, Sept. 10 — The Justice Department denied today that American air-traffic controllers knew that Korean Air Lines Flight 007 was off course and that they discussed warning the pilot before the plane was shot down by a Soviet fighter.

Lawyers representing families of passengers aboard the plane asserted last month that a Government tape showed that the words "we should warn him," presumably referring to the pilot, were heard in the air-traffic control station in Alaska that oversaw the flight, which carried 269 people.

In a sharply worded brief, Justice Department lawyers rejected claims that those words could be heard on the tape and accused the lawyers of manipulating evidence. The brief was filed in Federal District Court here in response to lawsuits filed against the Government by the families.

According to the 35-page brief, a sound specialist from the Federal Bureau of Investigation, Bruce E. Koenig, listened to the tape and determined that the background conversation was unintelligible.

The Government has stated that no one knew the Korean airliner was veering hundreds of miles from its prescribed route on Sept. 1, 1983, when it was shot down over Sakhalin Island off the Soviet Pacific coast.

"The aircraft began drifting significantly off course sometime after leaving radar coverage, apparently entered Soviet airspace and was deliberately destroyed in flight by Soviet missile fire," Acting Assistant Attorney General Richard K. Willard said in the brief.

Lawyers for the families have said that their specialist, Raymond H. Yeager, a veteran former air controller, listened to a copy of a recording of ground-to-air contacts made several hours before the plane was shot down.

In an affadavit, Mr. Yeager said he could hear someone make the "we should warn them" statement. The lawyers have suggested that the words might have been spoken by a supervisor for the Federal Aviation Administration who noticed the plane's deviation from course.

Mr. Koenig, the F.B.I. official, said he had listened to the tape "hundreds of times" and used sophisticated electronic devices to enhance the quality of the sound. Still, he said, no conversation could be made out.

alt U.S. Space Test

ILES MOHR

e New York Times

The suit was filed by four Democratic Representatives — George E. Brown Jr. of California, Joe Moakley of Massachusetts, John F. Seiberling of Ohio and Matthew F. McHugh of New York — and the Union of Concerned Scientists, which favors arms pacts.

Congress last year approved three tests, but said they could not be conducted until the President certified that the United States was "endeavoring, in good faith," to negotiate the "strictest possible limitations" on anti-satellite weapons; that, pending such an agreement, testing was necessary "to avert clear and irrevocable harm to the national security;" that testing would not be an irrevocable step that would gravely impair prospects for a treaty, and that the tests would not violate the 1972 treaty limiting antiballistic missile weapons.

On Aug. 20, President Reagan sent to Congress a certification contending that the requirements had been met.

However, the United States has refused to begin negotiations suggested by the Soviet Union, on the ground that an agreement on anti-satellite weapons, known as ASAT, would not be verifiable and that it could identify no proposed limitation that would be in the overall interests of the United States. A White House statement said, "we will continue to study possible ASAT limitations in good faith."

Representative Brown and Howard Ris, director of the Union of Concerned Scientists, said today that the President had made "a mockery" of the law. The lawmaker said Mr. Reagan had shown a "flagrant disregard" of the Congressional requirement.

Aide at Carbide Cites Device As Cause of Chemical Leak

NITRO, W.Va., Sept. 10 (AP) — A chemical company owner who was one of five people overcome in a leak of a foul-smelling gas at his plant said Monday that a measurement device that should not have been on a storage tank was to blame for the leak.

The owner, Elmer Fike, said a section of glass piping, with valves on both sides, measured the amount of chemicals in the tank, but he said it was not needed because the tank was being used primarily for storage. A spokesman at the plant said the company made the chemical for Union Carbide's Institute plant for use in pesticides.

Methyl mercaptan leaked from from the plant for two and a half hours Sunday, but no one was evacuated. The flammable substance can be fatal if inhaled or absorbed through the skin.

According to legal experts, the Pope may be legally powerless to stop the column even if he should want to do so. James C. Goodale, a lawyer for the firm of Debevoise & Plimpton in New York City, said that even though the Pope's words are in the public domain and, theoretically, can be used and copied by anyone, a synthesis of his words could probably be copyrighted because the words would have been reassembled into something new.

In The Post, the column appeared on the Op-Ed page under the title "Observations by Pope John Paul II." At the end of the column, in italic type, was printed: "This column, taken from the writings of Pope John Paul II, is edited by Dr. Alfred Bloch with the concurrence of the highest Vatican officials. The column will appear regularly in The Post."

The column, of about 700 words, began with a denunciation of the South African Government's policy of racial separation, and then touched on such topics as the need to peacefully resolve conflicts.

Dr. Bloch is a scholar who has frequently translated the Pope's writings for publication. Although the first column appeared to be a single narrative by the Pope, Dr. Bloch created the column by selecting sections from various writings and speeches by the Pope and editing them together, according to Mr. Klebanoff.

Accord With Vatican Cited

The column was announced with much publicity earlier this summer and provoked a flurry of comment regarding the Pope's apparent participation in such a venture. In response to wide interest from news organizations, Mr. Klebanoff and Mr. Newcombe said at that time that they had reached agreement with the Vatican for a weekly column by the Pope. Yesterday's strongly negative response from the Vatican press office specifically referred to a Spanish version of the column that appeared Saturday in ABC, a daily newspaper in Madrid.

In a statement issued yesterday on behalf of the two syndicates, Mr. Newcombe said that the syndicates decided to sell the column because E.A.V. Associates "gave us representation that it had authorization from the Vatican for the column." Mr. Newcombe said that he had seen contracts between E.A.V. and the Vatican Library regarding the venture.

The syndicates have sold the column to about 200 newspapers, 100 in the United States and the rest in about 20 other countries. But apparently the authorization was ambiguous, resulting in what Mr. Klebanoff described yesterday as a "bureaucratic issue."

E.A.V., Mr. Klebanoff's company, gained worldwide rights last year to license various Vatican-related products, such as Christmas ornaments and cards on behalf of the Vatican Library. The column is only one of many such products, and not one with great financial potential, according to Mr. Klebanoff.

But the Vatican statement created confusion regarding the arrangements by denying that there was any agreement.

According to the statement, "For the editorial initiatives concerned there have not been any agreement, of any kind, neither written nor oral, with exponents of the Vatican."

Washington Post 9/11/85 page A 16

KAL Controllers Defended

Jet's Course Deviation Unknown, U.S. Says

By Douglas B. Feaver
Washington Post Staff Writer

The Justice Department said yesterday that Federal Aviation Administration air traffic controllers handling Korean Air Lines Flight 007 had no way of knowing that the flight was straying off course, ultimately to be shot down by Soviet fighters Sept. 1, 1983, killing all 269 people on board.

The statement, in U.S District Court papers, came in the civil lawsuit brought by the families of the victims against the airline, the U.S. government and others.

The plaintiffs' recording expert said that air traffic control tapes contain the words "We should warn him" as background conversation. The words are heard as a controller in Anchorage was having trouble communicating with Flight 007, the plaintiffs say.

The controller was seeking a radioed position report from Flight 007. Although direct contact was not established, Flight 007 subsequently relayed its position report through another KAL plane, a circumstance the FAA has said is not unusual.

The communication difficulty occurred five hours before the plane was shot down, but the plaintiffs contend that it had already strayed far enough off course to be warned.

The Justice Department included an affidavit from FBI special agent Bruce E. Koenig, a tape expert. Koenig said, "Any statement . . . regarding what words are in the background conversation . . . would be pure and unwarranted speculation. I do not believe that anyone can state to even a reasonable degree of scientific certainty what is said."

The Justice Department denied that the controller was observing a radar screen carrying an Air Force radar return that showed the flight's position. It also denied that Air Force radar trackers had told controllers Flight 007 was straying.

Further, the department said, at the time that plaintiffs allege the plane was demonstrably off course, it was beyond the range of military radar.

"The evidence is clear that the controllers at Anchorage had no way of knowing that the aircraft was not where its pilot said it was," the department said. "Plaintiffs' offering of what must surely be the most convenient interpretation of background conversation imaginable does nothing to change this."

Donald W. Madole, lead attorney for the plaintiffs, declined to comment.

8-259
+RECORDED
10/30/85
kk

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE
Work Sheet

To: B. W. Franklin
Airway Facilities Accident Coordinator
U.S. Department of Transportation
Federal Aviation Administration
701 C Street, Box 14
Anchorage, Alaska 99513

FBI FILE NO.

LAB. NO. 51017067 E QZ

Re: KOREAN AIR LINES DISASTER

YOUR NO.

Examination by: [redacted] b7C

Examination requested by: Addressee

Reference: Letter dated with no date

Examination requested: Signal Analysis

Specimens received: 10/17/85

ALSO SUBMITTED:

1. One copy of "ZAN COMM ~~Lineup Procedures~~ LINEUP PROCEDURES
2. Two copies of recording system drawings.

At Anchorage Air Route Traffic Control Center with
ET [redacted] 10/24 → 26/85.
b7C

Jim Vaughan
MANAGER, ANCHORAGE ARTCC
FEDERAL AVIATION ADMINISTRATION
5400 DAVIS HIGHWAY
ANCHORAGE, ALASKA 99506-1697
OFFICE: (907) 269-1136

FBI/DOJ

5101706 7 E QZ

Worksheet

Conclusions:

1. The earpieces on the headset and headset and the 106 Loud Speaker will pick-up room sounds that are recorded on channel 4 of the appropriate Magnavoxe recorder. The sensitive and quality is best on the headset, followed by the 106 Speaker and then the headset.
2. No background room sounds are pick-up by the FAA (radio) headsets.
3. Normal level room conversation 2' from the headset earpiece and the 106 Loud Speaker are partially understandable. The earpiece on the headset is not sufficiently sensitive to pick-up the conversation.

51017067 E QZ

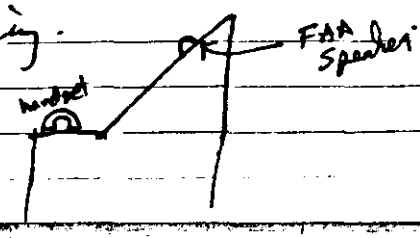
Worksheet

Audio Test:

1. Ran at FAA Center, Anchorage, AL at position D-12 (matches D10/11 on transcription).
2. Nagra IV-S, 15ips, both channel, connected to phone jack output on Magnavox TR 1720 in basement, switchable between direct and reproduce (tape).
3. Sound source was a small ~~sp~~ loudspeaker fed a 1KHz tone, producing a 1000 Hz signal rich in other material.
4. Sound level determined with an IVEE IE-30 A Audio Analyzer.
5. Between midnight & 2AM average room noise averaged 55-60dBA SPL with no one talking near microphone
6. Normal to slightly raised speaking voice at 2' ~ 70-75dBA SPL
7. Covered other ~~possible~~ inputs when tests run
8. All controllers & supervisor admitted that at time of questioned voice info. the controller would always be using a headset and not a handset due to the limited traffic

Real	Test #	Description
1	1	At 120dBA SPL into headset earpiece - direct, reproduce, direct, and then reproduce.
1	2.	Same as #1 except 106 Speaker
1	3.	Same as #1 except FAA (radio) speaker
1	4.	Same as #1 except headset earpiece.
1	5.	Same as #4 except 80dBA SPL
1	6.	Same as #1 except "
1	7.	Same as #2 except "
1 (Partial)	8.	Normal conv. at 2 feet, headset, facing talker - direct, repro, direct, repro
1 (Partial)	9.	Same as #8 except headset facing down
2	10.	Same as #8 except headset facing away from talker
2	11.	~~Normal conv. at 2 feet, 106 Speaker~~ Disregard
2	12	Normal conv. at 2 feet, 106 Speaker - direct, repro, direct, repro
2	13	Normal conv. at 2 feet, headset earpiece facing talker, direct, repro, dir, repro.

Output of FAA speaker, right in front of speaker, ~ 90 → 100dBA SPL depending on output. About 70 to 80dBA SPL on counter where headset would be lying.



51017067 E 4Z

Worksheet

Audio Test Results:

Test #1 – Very high-level – over-drives recording system

Test #2 – High level ~ 40 dB S/N in reproduce, muffled, limited freq. resp

Test #3 – Tone not heard

Test #4 – High level ~ 35 dB S/N in reproduce

Test #5 – Slightly above averaged noise on direct, lost in noise on reproduce

Test #6 – About 28 dB above noise floor in reproduce mode

Test #7 – About 7-8 dB above noise " " " "

Test #8 – Only partially understandable on direct & reproduce even with filtering.

Test #9 – Slightly better than Test #8, but still not completely understandable

Test #10 – Same as #8

Test #12 – Slightly poorer quality than ~~test~~ #8 – only a few words understandable

Test #13 – Not understandable on repro.

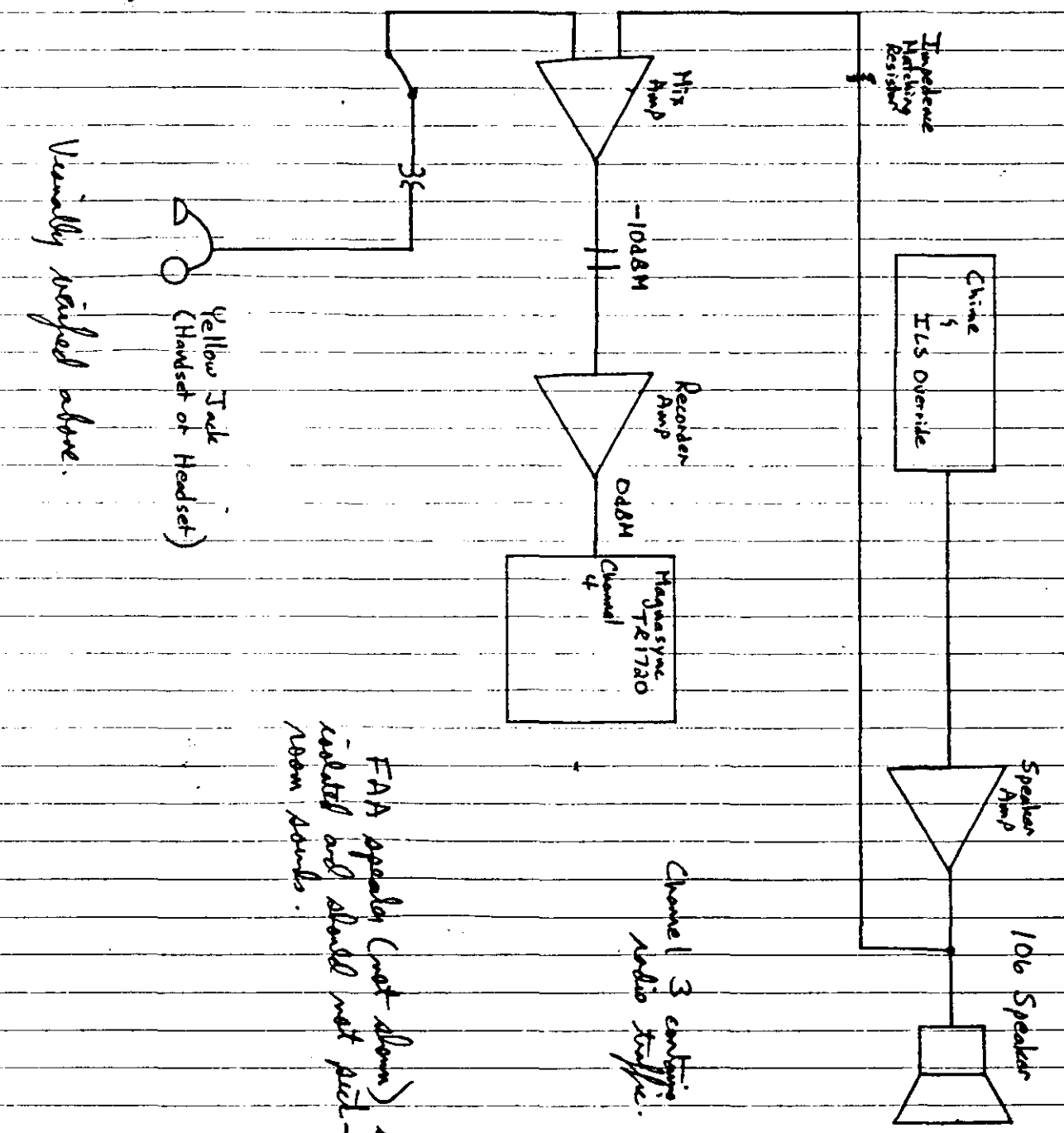
Vocoder

Inconclusive in comparing channel 3 to 4 for "Oriental language"

51011067 E QC

Wiring Diagram

Show channel 4 inputs that may produce pick up sound even when the microphones are not activated.



51017067 E QZ

Worksheet

Comments

1. Great wiring job – no wiring cross-talk possible at the limited dynamic range the recorder handles.
2. Controllers use yellow jacks for the recordings in question.
3. Background sounds picked up on 106 speaker not affected by volume control.
4. "Oriental language transmission had be picked up from a speaker broadcasting material from channel 3.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

IN RE KOREAN AIRLINES DISASTER OF SEPTEMBER 1, 1983	)	MDL DOCKET NO. 565 MISC. NO. 83-0345 ALL CASES

DECLARATION OF SPECIAL AGENT
BRUCE E. KOENIG PURSUANT TO 28 U.S.C. §1746

I, Bruce E. Koenig, hereby declare as follows:

1. I am a Supervisory Special Agent for the Federal Bureau of Investigation, assigned to the Engineering Research Facility, Newington, Virginia.

2. My responsibilities include the analysis of magnetic tapes of the type used on most audio tape recorders, including those involved in this case. My work is in large part devoted to forensic examinations of such tapes, that is, tape enhancement, voice comparisons, signal analysis and tape authenticity. In general, the purpose of my work is to increase the intelligibility of audio tapes to the maximum degree possible given existing technology.

3. My formal education includes a Bachelors Degree in Physics and Mathematics from the University of Maryland and a Masters in Forensic Science from George Washington University. In addition, I have taken electronics and other technical courses through the DeVry Institute of Technology, the University of Utah and Northern Virginia Community College. I

am currently working toward a Masters Degree in applied physics from George Mason University.

4. In addition to the intensive training afforded me at the Technical Services Division and the FBI Laboratory, my particular training in magnetic tape analysis includes attendance at numerous schools and seminars in the magnetic tape analysis field. Among the courses I have completed have been in the use of spectrograms in tape analysis (at Voice Identification, Inc. in Somerville, New Jersey), the use of digital analysis equipment (at Spectral Dynamics Corporation, San Diego, California) and the principles of digital signal processing from Dr. Thomas Stockham, Jr. and his staff at the University of Utah.

5. I am a member of the Audio Engineering Society, the Acoustical Society of America and the American Institute of Physics.

6. My previous experience in the analysis of voice tapes and their contents includes analysis of the audiotapes in the "ABSCAM" prosecutions and in the investigation from 1979-1982 of the "second gunman" theory associated with the assassination of President John F. Kennedy. I have performed analysis of tapes in connection with at least fifty aviation cases, including the Air Florida crash. During my career, I have conducted examinations of more than 6,300 separate audio recordings.

7. The Signal Analysis Unit of the Engineering Research Facility employs six persons, including myself, qualified as tape examiners. Each of them is formally trained in the physical sciences and has received intensive on-the-job training as technicians in this specific area, before they are regarded as qualified to testify as to the results of any analysis.

8. The tools we use include a multimillion dollar array of state of the art equipment which exceeds in quality and sophistication any equipment of its kind anywhere in the world. Among the entities which regularly seek our assistance are Federal, State and local law enforcement agencies in all 50 states, the District of Columbia, Puerto Rico and the Virgin Islands, as well as, to date, twelve foreign governments.

9. On Monday, August 26, 1985, the original tape recording of communications recorded at the Anchorage Air Route Traffic Control Center on August 31, 1983 was delivered to me by an official of the Federal Aviation Administration at the Engineering Research Facility.

10. I listened twice to portions of that tape, including the portion pertaining to 1433:55 to 1434:37Z on the original tape on all twenty channels contained on that tape and directed my assistant to listen to them a third time.

11. No information was found on any channel other than track 4 which would correspond in time to the disputed sounds; the sounds are not "crosstalk" randomly picked up from another track.

12. I then made a high quality copy of the original tape for the period 1433:55 to 1434:37Z, using a Revox PR 99 reel-to-reel tape recorder.

13. I subjected the resulting copy to filtration through sophisticated digital filters produced by Digital Audio Corporation, with no improvement in intelligibility. I next ran it through several analog filters, specifically the Ithaco Band Pass Filter and the Orban Parametric Equalizer. This resulted in a very slight improvement in intelligibility.

14. I next copied this filtered signal onto a professional quality cassette recorder, a Revox B710MKII.

15. The cassette recording which is Exhibit A hereto is a copy of the resulting tape.

16. I have listened to direct and enhanced copies of the pertinent period several hundred times.

17. My conclusion is that the voice information contained during this period is below the lower limits of what the system involved was designed to record.

18. Exhibit A is the clearest version of the information which can be produced with existing technology and in my opinion cannot be made more intelligible.

19. I have reviewed the affidavit of Raymond H. Yeager submitted in this case, as well as various correspondence in which is expressed opinions regarding the contents of this recording.

20. In my opinion, any statement, by anyone, including myself, regarding what words are in the background conversation between 1433:55 and 1434:37Z would be pure and unwarranted speculation. I do not believe that anyone can state to even a reasonable degree of scientific certainty what is said.

9/5/85
Dated

Bruce E. Koenig
BRUCE E. KOENIG

4-750 (Rev. 4-17-85)

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
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8-259
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kk

6 6

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE
Work Sheet

To: U.S. Department of Justice
Civil Division
Office of the Assistant Attorney General
Washington, DC 20530

FBI FILE NO. 149-12981

Attention: Richard K. Willard
Acting Assistant Attorney General

LAB. NO. 50826030 E QZ

Re:

YOUR NO. MDL Docket No. 565
Misc. No. 83-0345

Korean Air Lines Disaster
September 1, 1983

Examination by: [redacted] b7C

Examination requested by: Addressee

Reference: Letter dated 8/22/85

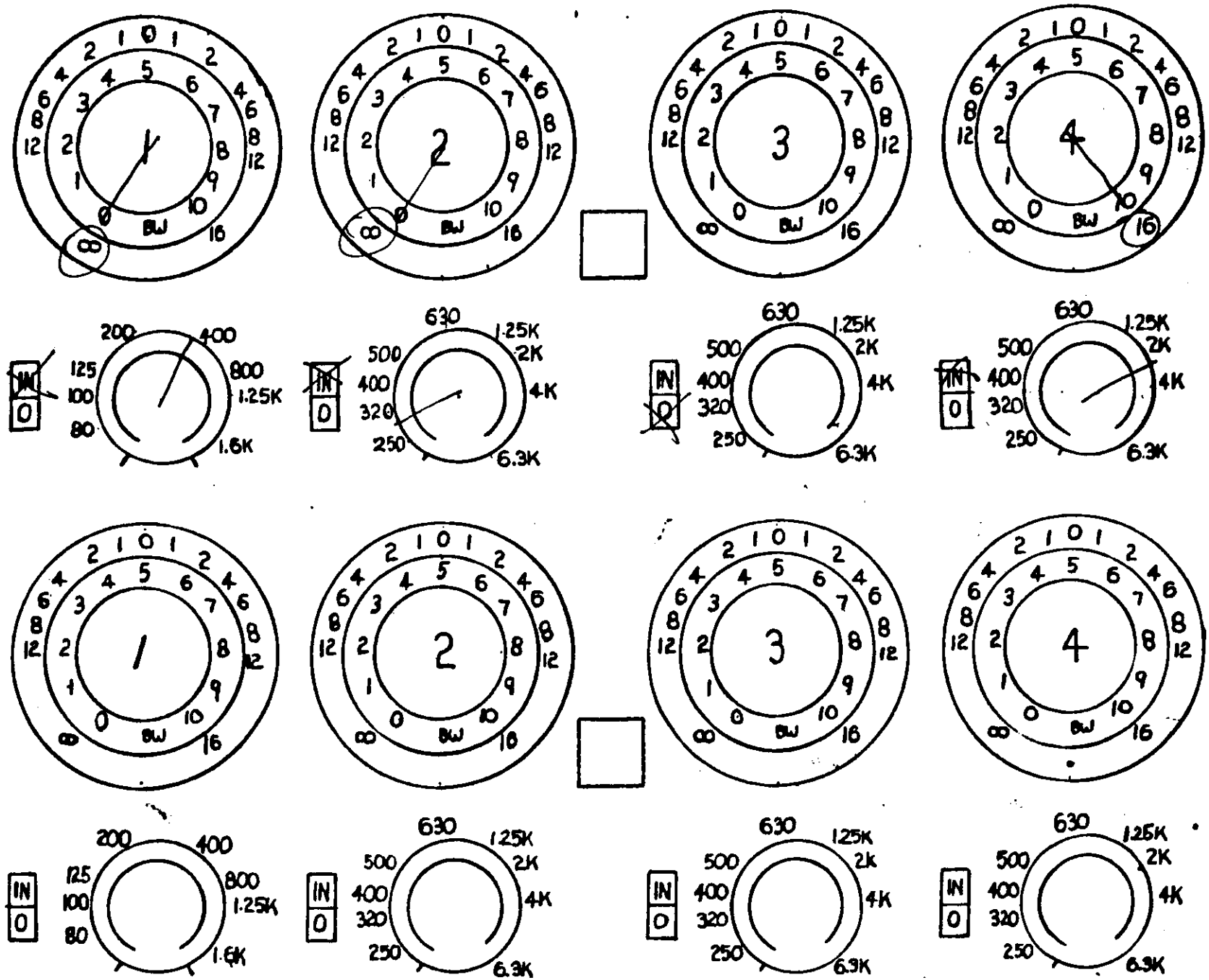
Examination requested: Enhancement – Miscellaneous

Specimens received: 8/26/85, personally delivered by [redacted] b7C

Q1 One Tape

ALSO SUBMITTED:
One copy of a transcription

FBI/DOJ



ORBAN 622B

Q# 1

Lab# 50826030 E Q2

50826030 E

Worksheet

Q1 One Scotch 10½" reel of 1" wide magnetic tape marked in part "8/31/83" on a white label. In a Magnasyne/Moviola cardboard tape box. Rec. from Bob Hale, FAA, on 8/26/85.

Q1 channel 4, ~ 1433:55 → 1434:37

1. Direct copy made at 7½ips, full 7" reel, 1.5 mil by playing back on a Magnasyne/Moviola TP-2020, 20 channel logger.
2. Speed off 170/180.
3. Very low-level voice at very beg. of portion; below system noise floor; a few tones.
4. Quality very poor – only guesses could be made ~~to~~ as to words spoken. Maybe a ?ing word used.
5. No pertinent info. noted on other channels that could account for spoken words.
6. DNC's did not improve intelligibility.

Enhanced copies (7) of pertinent area only

1. Played back direct copy on a Revox PR99, speed corrected.
2. Thru 2 Ithaco 4211 Electronic Filters L-200 H-4K
3. Thru a 622B Orban Parametric Equalizer, see attached sheet
4. Recorded on a Revox B710MKII, 1⅞ ips, both channels, Maxell C30
5. Same as #4
6. → 9 Same as #4
10. Recorded on a Revox PR 99, full, 7½ips, 7" reel, 1.5 mil (retained by FAA)

Requested by J. Von Flatern on 9/3/85

Very slight improvement due to ~~very~~ extremely low recorder level

One enhanced copy each to Bob Hale & Ms Flatern on 8/26/85.
Q1 to Bob Hale (at my home) on evening of 8/26/85.
Four enhanced copies to Ms. Flatern on 9/5/85.

Made direct copies at follows:

1. Pertinent area of channels 3, 4, 13 – 7½ips, full 7" reel, 1.5 mil
2. Pertinent area of channels 3 & 4 and 4 & 13 on separate tracks – 7½ips, full, 7" reel, 1.5 mil

50826030 E QZ

Worksheet

Channel 4 on Q1 at 1437:17 on transcript is low level duplication of high-level signal on channel 3 of Q1 occurring simultaneously (cross-talk). Considerable very low-level voice info. heard between 1434:17 and 1434:37, which is not cross-talk from channel 3.

50826030 E Q2

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1350:09 KE007	Anchorage, Korean Air zero zero seven
D 2/3	Korean Air zero zero seven, go ahead
KE007	Zero zero seven, Bethel at four niner, Flight Level three one zero, estimate NABIE at one four three zero. Two one niner decimal zero, minus four niner, two niner five diagonal two five
D 2/3	Korean Air zero zero seven, roger, report NABIE to Anchorage on one two seven eight
1350:33 KE007	One two seven eight, roger
1350:42 D 10/11	Go ahead
D 2/3	Korean Air zero zero seven says NABIE one four three zero. TJ
D 10/11	KD

COMMUNICATIONS WITH OR CONCERNING OTHER A

TIME + SOURCE	CONTENT
1340:06 D 2/3	Roger

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1432:22 D 10/11	Korean Air zero zero seven, Anchorage Center

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAI

TIME + SOURCE	CONTENT
1401:02 KE015	Anchorage Center, Korean Air zero one five, position
D 2/3	Korean Air zero one five, go ahead
KE015	Roger, passing Bethel at one four zero one, Flight Level three three zero, estimating NABIE at - - - NABIE at one four four one. Fuel remaining two two three decimal zero, minus five six, spot three one zero diagonal two #, go ahead
D 2/3	Korean zero one five, report NABIE to Anchorage one two seven eight
1401:39 KE015	Roger, one two seven eight. Good morning
1401:41 D 2/3	One four four one NABIE estimate Korean Air zero one five
D 10/11	KD
D 2/3	TJ

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1432:33 D 10/11	Korean Air zero zero seven, Anchorage Center
1433:37 D 10/11	Korean Air zero zero seven, Anchorage Center
1433:45 UNK	* * *
1433:53 D 10/11	Korean Air zero zero seven, Anchorage Center, how do you read?
1434:17 UNK	* * * * * * * * ((Oriental language))
1434:37 D 10/11	Korean Air zero zero seven, Anchorage Center
1434:50 UNK	* * * * * ((Oriental language)
1434:54 UNK	* * * ((Oriental language)
1434:02 KE015	Anchorage, Korean Air zero one five

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAI

TIME + SOURCE	CONTENT

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1435:07 D 10/11	Korean Air zero one five, Anchorage Center, go ahead
1435:11 KE015	Roger, Korean Air zero one five, ah, we are forward report (that we have), ah, zero zero seven position NABIE one four three two, Flight Level three one zero, estimating NEEVA one five four nine. Fuel remaining two zero zero decimal zero, minus four nine, spot two five zero diagonal six zero, go ahead
1435:39 D 10/11	Korean Air zero one five, roger, ah, have Korean Air zero zero seven report NEEVA to Anchorage one two eight decimal two
1435:49 KE015	Roger, NEEVA one two eight decimal two. Good day
1435:56 KE015	Zero zero seven
1436:15 E459	Four five nine

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

TIME + SOURCE	CONTENT

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1436:16 D 10/11	Four five nine, Center Channel eleven reference, ah, Korean Air zero zero seven
1436:20 E459	Go ahead
1436:21 D 10/11	Ah, you can recancel it
1436:23 E459	GB
D 10/11	KD

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAI

TIME + SOURCE	CONTENT
1437:30 PA800	Anchorage Center, Clipper eight hundred, over
1437:43 AF675	Anchorage Air France six seventy-five, good morning
1437:50 D 10/11	Air France six seven five, Anchorage Center, Good morning. Go ahead
AF675	* * we're estimating over at Shemya five eight, PICUM next, and we'd like to climb up three seven zero whenever, at Shemya, if available

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAF

TIME + SOURCE	CONTENT
PA800	--chorage Center, Clipper eight hundred on one twenty-seven point eight, over
D 10/11	Clipper right hundred, stand by. Air France six seven five, roger, squawk six five two seven. You can expect higher at Shemya
AF675	Six five, ah, ah, two seven, is that correct?
D 10/11	For Air France six seven five, affirmative, sir
1438:28 D 10/11	Clipper eight hundred, Anchorage Center, go ahead
PA800	Roger, Anchorage, Clipper eight hundred was by St. Paul (at, oh) three seven, we're maintaining Flight Level three seven zero, estimating Cape Newenham at one five zero seven, Dillingham next
D 10/11	Clipper eight hundred, roger, report Cape Newenham to Anchorage Center one two four point eight
1438:53 PA800	Cape Newenham one twenty-four decimal eight

UNICATIONS WITH OR CONCERNING KE007

+ CE	CONTENT

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

TIME + SOURCE	CONTENT
UNK	* *
D 10/11	Clipper eight hundred ((pause)) Cape Newenham at one five zero seven, Flight Level three seven zero. KD
1440:15 D 10/11	Air France six seven five, verify you do not want to climb to higher until Shemya, sir?
AF675	We'd like to climb to three seven zero just past Shemya, sir, when passing Shemya
D 10/11	Air France six seven five, roger
1443:08 KE015	Anchorage Center, Korean Air zero one five, position
1443:12 D 10/11	Korean Air zero one five, Anchorage Center, go ahead

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1443:58 KE007	Anchorage Radio, Korean Air zero zero seven
1444:03 IFSS	Korean Air zero zero seven, Anchorage

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

TIME + SOURCE	CONTENT
1443:15 KE015	Roger, Korean Air zero one five, position NABIE one four four three, Flight Level three three zero, estimate, ah, NEEVA one six zero four, fuel remaining two zero three decimal five, minus five two, spot two four five diagonal five zero. Go ahead
1443:40 D 10/11	Korean Air zero one five, roger, report NEEVA Anchorage Center one two eight decimal two
1443:46 KE015	Roger, at, ah, NEEVA one two eight decimal two
1443:55 D 10/11	Go ahead
D 2/3	* * (Eastlett) whatever his name is
D 10/11	(Easy cook) * * *

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1444:09 KE007	Roger, Korean Air zero zero seven, position at NABIE at one four three two, ah, we're at three one zero, estimating NEEVA one five five three. Remaining fuel two zero zero decimal zero. Minus four niner, wind two five zero diagonal five, ah, diagonal six five, ah SELCAL code Golf Kilo Foxtrot Hotel. Requesting level three three zero when available.
1444:51 IFSS	Korean zero zero seven, Anchorage, understand NABIE one four three two, three one zero, NEEVA one five five three, is that correct?
1445:02 KE007	Affirmative, Korean Air zero zero seven. That's affirmative
1445:06 IFSS	Korean zero zero seven, Anchorage, roger progress. Stand by for SEL check
1445:28 KE007	Korean Air zero zero seven, SELCAL okay, thank you

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAF

TIME + SOURCE	CONTENT
D 2/3	Yeah
D 10/11	Yeah
D 2/3	Okay, he's Evergreen eight eleven
D 10/11	Evergreen eight eleven
D 2/3	T J
D 10/11	What's that, E?
D 2/3	E E, yeah
D 10/11	E E eight eleven
D 2/3	Right
D 2/3	TJ
D 10/11	KD

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
1445:32 IFSS	Korean zero zero seven, Anchorage, roger, and, uh, contact Anchorage Center now one two seven decimal eight, make your request with them
1445:42 KE007	Roger, it's one two seven eight, roger

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

TIME + SOURCE	CONTENT
1457:00 UNK	* * United one fifty is level at Flight Level three nine zero
D 10/11	All right
UNK	(*EM)
1457:15 D 10/11	Anchorage Center, Sector ten and eleven
TYO CNTR	Tokyo, request Flight Level three four zero for Japan Air four two. I have
D 10/11	Okay, Tokyo, say AHEAD time, sir. I have no strips

0-94 (Rev. 12-12-78)

UNITED STATES GOVERNMENT

Memorandum

(Type or hand print.)

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Assoc. Dir. ____
Dep. AD Adm. ____
Dep. AD Inv. ____
Asst. Dir.:
Adm. Servs. ____
Crim. Inv. ____
Ident. ____
Intell. ____
Laboratory ____
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Plan. & Insp. ____
Rec. Mgmt. ____
Tech. Servs. ____
Training ____
Public Affs. Off. ____
Telephone Rm. ____
Director's Sec'y ____

TO : Section Chief
Data Processing Section
Technical Services Division [redacted] b7c

FROM : SA [redacted]

DATE: 9/23/85

COMMITMENT REPORT

Section Engineering

SUBJECT: KOREAN AIR LINES DISASTER
SEPTEMBER 1, 1983
ALLEGED MISCONDUCT OF AIR
TRAFFIC CONTROLLERS

b7c

Examiner/s Symbol/s	OZ [redacted]		
Man Workdays	½	½	
Date/s Testified	9/20/85	9/20/85	
	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No

Bufile # 95-
Court/Agency Dept of Justice
City & State Washington, D.C.

Reason for Appearing in Court but not Testifying: (Circle one)

01. Guilty Plea
02. Case Continued
03. Case Dismissed
04. Stipulation
05. Testimony not Needed
06. Mistrial
07. Gave assistance to govt in cross-examination.

Miscellaneous Commitments: (MC) (Other than Court Appearances - Circle One)

01. Lecture/Training (Others)
02. Training (Self)
03. Speech
04. Pretrial Conference
05. Field Examination of Evidence
06. Research/Data Acquisition
07. ____
08. Investigative Support
09. Communication Support
10. Conference/Meeting

Results of ~~Trial~~ Deposition

Prosecuting Attorney Mark Dombroff Defense Attorney ____

Details/Unusual or Interesting Circumstances:

Employees appeared to assist in cross examination of Frank McDermot who claims to hear understandable background conversation in captioned matter that reflects that air traffic control personnel failed to warn the airplane that it was off course. McDermott's background and credibility were severely attacked. His testimony contridicts FBI analysis of the matter.

2- [redacted] b7c

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

FBI/DOJ

1 - [redacted] b7C

~~FEDERAL GOVERNMENT~~ SECRET

Assistant Attorney General
Civil Division

May 28, 1986

Director, FBI

10-7-87
Classified by SP8 atty/[illegible]
Declassify on: OADR
#274,982

b1

[KOREAN AIR LINES FLIGHT 007] u
[redacted] (c)

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

This communication is classified "Secret" in its entirety.

Reference your letter dated October 4, 1985, and our response dated October 16, 1985.

The records of the Federal Bureau of Investigation (FBI) on the following authors and their articles which allege U.S. spy or conspiracy motives have been reviewed with the following results:

There was no record identifiable with [redacted]

FBI files revealed no derogatory information on [redacted] who was previously [redacted]

DE-271 149-12981-33] u

FBI files revealed that [redacted] b7C

JUN 19 1986

The main source used by [redacted] for his article was a former [redacted] b7C b7D

Exec AD Adm. ✓
Exec AD Inv. ✓
Exec AD LES
Asst. Dir.:
Adm. Servs. [redacted]
Crim. Inv.
Ident. (4) b7C
Insp.
Intell. ✓
Lab.
Legal Coun.
Off. Cong. & Public Affs.
Rec. Mgnt.
Tech. Servs.
Training
Telephone Rm.
Director's Sec'y MAIL ROOM

SEE NOTE PAGE THREE

SECRET
Classified by: G-3
Declassify on: OADR

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SECRET

Assistant Attorney General
Civil Division

FBI files revealed references to one [redacted] b7C

It could not be determined if the [redacted] at [redacted] is identical to the author of the article [redacted] b7C

FBI files indicate one Oliver Edmund Clubb, born 1901, was a Foreign Service Officer at the U.S. Department of State from about 1928 to 1952. He left the Foreign Service and became a visiting professor at Columbia, Harvard, Yale and other universities, after allegations that in 1932, he had delivered a "sealed envelope" to the offices of the CPUSA journal, "New Masses". The allegations were converted to formal charges and Clubb was suspended from active duty. He was subsequently cleared of security and loyalty charges, after which he retired.

[redacted] (S) b1

BEST COPY AVAILABLE

SECRET

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SECRET

~~Acting~~ Assistant Attorney General
Civil Division

NOTE:

The Department of Justice by letter 10/4/85, requested any examples of disinformation connected with KAL Flight 007. That information was furnished by FBI letter 10/16/85.

This provides results of file reviews on authors whose articles allege U.S. spy or conspiracy motives regarding KAL Flight 007.

Some references have only recently been available for review.

[redacted]

b7C

Desk

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4-750 (Rev. 4-17-85)

XXXXXX
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FBI/DOJ

4-750 (Rev. 4-17-85)

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